RAILROAD

JULY 1976

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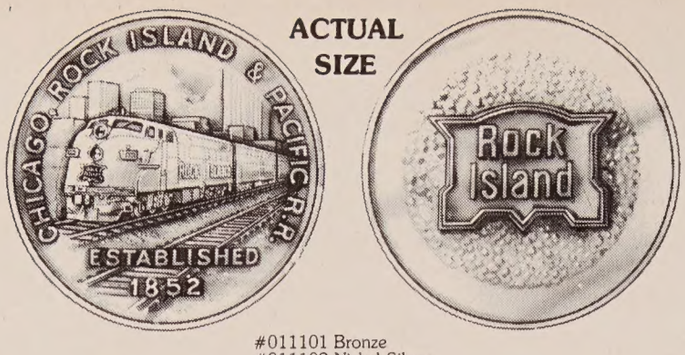

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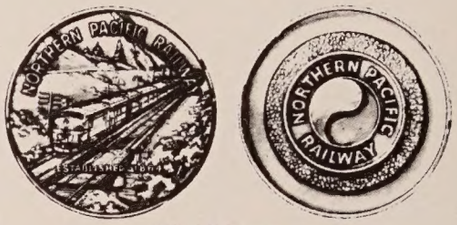

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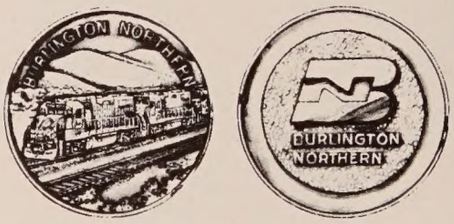

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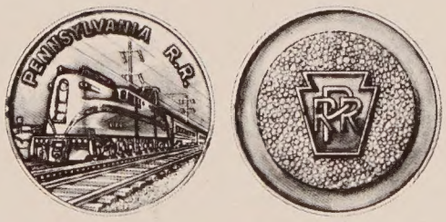

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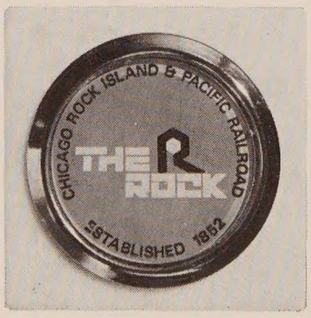

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RAILROAD MAGAZINE

Vol. 100, No. 3, JULY, 1976

ONE DOLLAR

Adventurous Railroading and Rail Hobbies—Founded 1906

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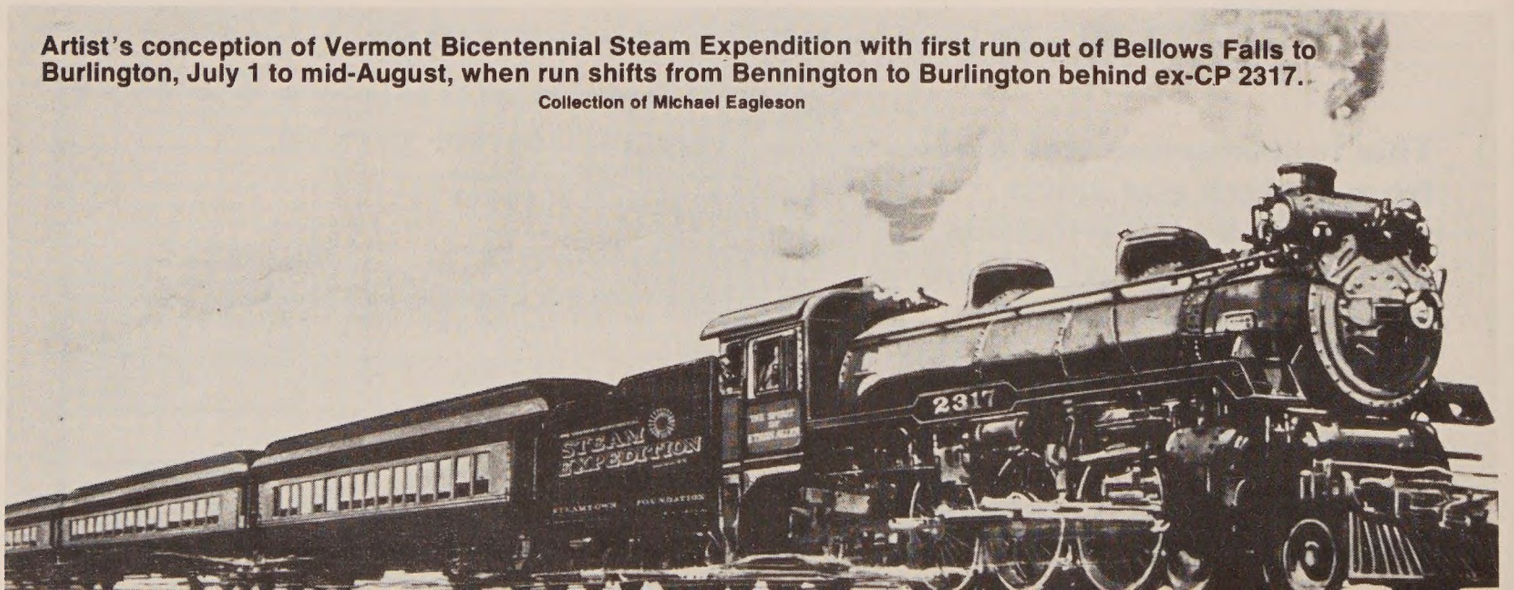
Artist's conception of Vermont Bicentennial Steam Expendition with first run out of Bellows Falls to Burlington, July 1 to mid-August, when run shifts from Bennington to Burlington behind ex-CP 2317.

Collection of Michael Eagleson



THE MAIL CAR where editors and readers meet

OUR FRONT COVER, courtesy of the *Santa Fe Magazine,* shows a Santa Fe freight train westbound for Los Angeles with U-36C units of 3600 hp each, framed by a Joshua tree. Don Erb, ATSF photographer at L.A., made the shot just west of Hesperia, California.

Pictured on page 65 this month is a Union Pacific westbound freight near Caliente, Nevada, photographed in color on May 27, 1973, by Gary Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205.

Next month's front cover will depict a Southern engineer in his cab, Frank Clodfelter, our *Interesting Railfan* that issue, a camera study by Tom Cheesborough. The only *Interesting Railfan* already pictured on our cover is Dorothy A. Laughlin, a locomotive engineer on the Gold Coast (tourist) Railroad in Florida, in July '67 issue.

Our color shot on page 65 next month will show ex-Canadian National 0-6-0 No. 47 on the Conway Scenic Railroad in New Hampshire, pulling up to North Conway station, photographed by Ronald N. Johnson.

Make the Barges Pay

EDITORIAL from *The Locomotive* Engineer: Each and every year the American taxpaper—you included—sees his hard-earned dollars being spent by the Army Corps of Engineers to maintain and improve the inland waterway system, mostly for the benefit of the barge operators who ply the waterway absolutely free of charge.

If you think that is unfair—and it's hard to understand why you wouldn't, inasmuch as the barges take a lot of business away from the railroads—you should do what you can to make sure the barge operators start paying for the privilege of using the taxpaper-supported rights-of-way between the banks of our mighty rivers . . .

We can ask our Congressmen and our Senators to end this free ride by voting in favor of two measures recently introduced by Senator James Buckley (R., N.Y.), which would levy a 4 cents per gallon tax on fuel used by towboat operators and thus make it more difficult for the Corps of Engineers to proceed with improvements to the inland waterways without getting prior approval from the Congress. The two measures are S.3093 and S.3126. We should make sure our elected representatives in Washington are made aware of our strong desire to see these bills enacted into law.

Sidelights on ConRail

HORNELL, N.Y. once an important Erie Railroad center, is losing between 800 and 1000 railroad jobs as a result of the ConRail takeover. *(Ed. note:* This is sad news to me personally. The first assignment I handled for *Railroad Magazine,* long ago, was a trip to Hornell for a feature article on a famous locomotive engineer for our September 1930 issue.)

MANY industries diverted an increasing amount of their shipping activities to the nation's railroads in an effort to forestall major disruptions due to the Teamsters Union walkout. The truckers' strike gave a tremendous boost to the startup operations of the fledgling ConRail system, which went into business just as the teamsters were leaving their rigs.

THE FEDERAL Railroad Administration will provide $1,213,565 in funds to operate 579.9 miles of non-Con-Rail owned lines in New York State.

The agency announced first three-month subsidies for lines not included in the ConRail system but which the state desired to be continued under the

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Drawn by Joseph Easley

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Federal subsidy program, which provides 100 percent the first year and 90 percent the second year. After that period some lines could be eligible for three more years of Federal help at 80 percent for the third year and 70 percent each for the next two years.

These were freight lines of certain railroads which ConRail rejected in its takeover of the bankrupt properties.

BOB LINDEN, *Interesting Railfan* 99 and Reading Railroad conductor, writes: "It saddened me to see four business cars in 30th Street Station, Philadelphia: Lehigh Valley No. 353, Erie Lackawanna Nos. 3 and 300, and the *Spirit of Youngstown*. Apparently these prizes were confiscated when ConRail took control."

AMID the railroad spurs crisscrossing the waterfront douth of downtown Buffalo, N.Y., is a 1200-foot stretch of ConRail track. The site is part of the switching operations of Killian-Black Trucking, Inc., a common carrier that does more than just truck freight. The company offers an integrated dry-bulk handling system that lets customers take advantage of relatively low-priced rail service as well as the flexibility of transportation by truck. It's better than piggybacking. And it gives them a dry-bulk unloading station at minimum cost.

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Our Monthly Newscast

WOLFEBORO RAILROAD took over operation of the entire Concord-Lincoln line of the Boston & Malne in New Hampshire, 72 miles, on February 6th. The Wolfeboro also runs a former B&M branch from Sanbornville to Wolfeboro, 12 miles. Those two lines are not connnected, so now there are an Eastern Division and a Central Division.

When the B&M sought to abandon the 72-mile line, the State of New Hampshire took title to it and solicited bids for someone to run it. Don Hallock, president of the Wolfeboro, said plans for Monday-Wednesday-Friday freight operation over the branch are encouraging. Passenger excursions also are under way.

In April, the Wolfeboro tried some cord and Lincoln with their newly acquired 1600-hp Alco No. 101 (the Central Division's only motive power) and two coaches. There was a complete sellout for the Sunday trips. Plans call for Laconia-Merideth daily operation this summer and foliage trips to Lincoln in the fall. All this is in addition to their operations across Lake Winnipesaukee at Wolfeboro. The management is looking for more power, an RDC or a gas doodlebug.—William A. Adler, Jr., Box 397, Green Harbor, Mass. 02041.

CANADIAN NATIONAL'S investment in a sea-rail link between Matane—a port on the Gaspe peninsula—and the north shore of St. Lawrence River may cost $50 million over the next five years, says Frank Roberts, a CN regional vice president. According to Roberts, who is responsible for the area where the sea-rail link is being built, CN had already spent $18 million on the project.

The sole cost of buying and transforming the Incan St. Lawrence ferry, capable of carrying 26 50-foot boxcars, was estimated at $10 million. The ferry is being refitted in Vancouver and will be delivered next January.

GONE is Camp Swift at Bastrop, Texas, where thousands of GI's were trained during World War I. Last April saw dismantling of the rail spur that ran to it from the Katy mainline. For many years the camp had served as a military storage depot and generated business for the Katy. Its northern portion remains a National Guard training center.—C.W. Meeham, Box 28847, Dallas, Texas 75228.

JUDGE DAVID ALLARD, on behalf of the Interstate Commerce Commission, recommends that the regulating agency approve Norfolk & Western plans to abandon its 56-mile branch between Abingdon, Va., and West Jefferson, N.C. He suggests that rail service continue on a once-a-week basis until April 1, 1977, to give shippers time to make the necessary readjustments, estimating that rehabilitating the line could cost between $100,000 and $500,000.

Students Restore Steamer

AN INDUSTRIOUS team of 36 high school students from Temple, Texas, worked more than 1,500 hours to restore Santa Fe's retired steam engine 3423 for the nation's Bicentennial. She is adjacent to the Railroad Pioneer Museum in Temple. Members of Chapter 106 of Vocational Industrial Clubs of America are responsible for the restoration which began in October.

Students worked after school and on weekends. Although most of the job has been completed, they will not get it done till July, when they install the finished doors, steps, wooden seats, windows, and window frames.

A variety of talents were utilized. Wielding wire brushes and long-handled brooms, ICT volunteers scraped and scrubbed the loco to remove rust and flakes of metal. Cabinet-makers and carpenters took all wooden seats, steps, window frames, and doors to a local cabinet shop and rebuilt them. The sheet-metal crew replaced worn patches of metal and patched rusted areas in the boiler jacket.

A Temple Fire Department unit

hosed down the locomotive to help the students wash it. Don Pacha said. "Almost everyone was totally soaked by the time we left."

Club members masked the letters and trim to prepare for a black, red, and silver spray paint job. Original wiring was reworked to match today's modern electrical system.

To reshape the pilot bars, a local automobile dealer loaned equipment to heat and bend the metal vanguard back into shape. The students couldn't locate the original blueprints, but with help from Jack Baskin, a retired car foreman, they made the restoration as authentic as possible.

Built in 1921, the loco traveled nearly two million miles on a Texas-to-Kansas route before her retirement in 1952. Santa Fe Railway is at the heart of Temple's history. The community was named for B.M. Temple, chief construction engineer for the old Gulf, Colorado & Santa Fe Railway.

Pullman Porters Win

PULLMAN CAR porters were portrayed over the years as ambassadors of goodwill, always courteous and correct, contented and eager to serve. But there was a different view, Ernest Holsendolph writes in *The New York Times.*

"The train was like a spaceship, in a way," says Willie L. Leftwich Jr., a lawyer for the porters in a lawsuit brought against the company in 1963. "The porters were forced to be docile on the trains, but they came off the trains like tigers, eager to tell about the horrors they faced daily and for years."

Judge Alfred A. Arraj of the U.S. District Court in Denver ruled recently that the porters had correctly asserted that for years they were the subjects of discrimination—bound to their jobs as porters, often doing the work of conductors but not getting the promotions or the pay due them.

Pullman cars are rare today. The company ceased operating them in 1969—a casualty of changing transportation patterns.

But retired Pullman car porters persuaded the court that in the hundred years or so of Pullman service the job of porter was set aside for black men. And the men hired as porters were locked into that narrow role as a segregated job classification. The Federal court ruled in their favor. Sometime in the next few months it will determine the financial liability of Pullman toward more than 2,000 porters.

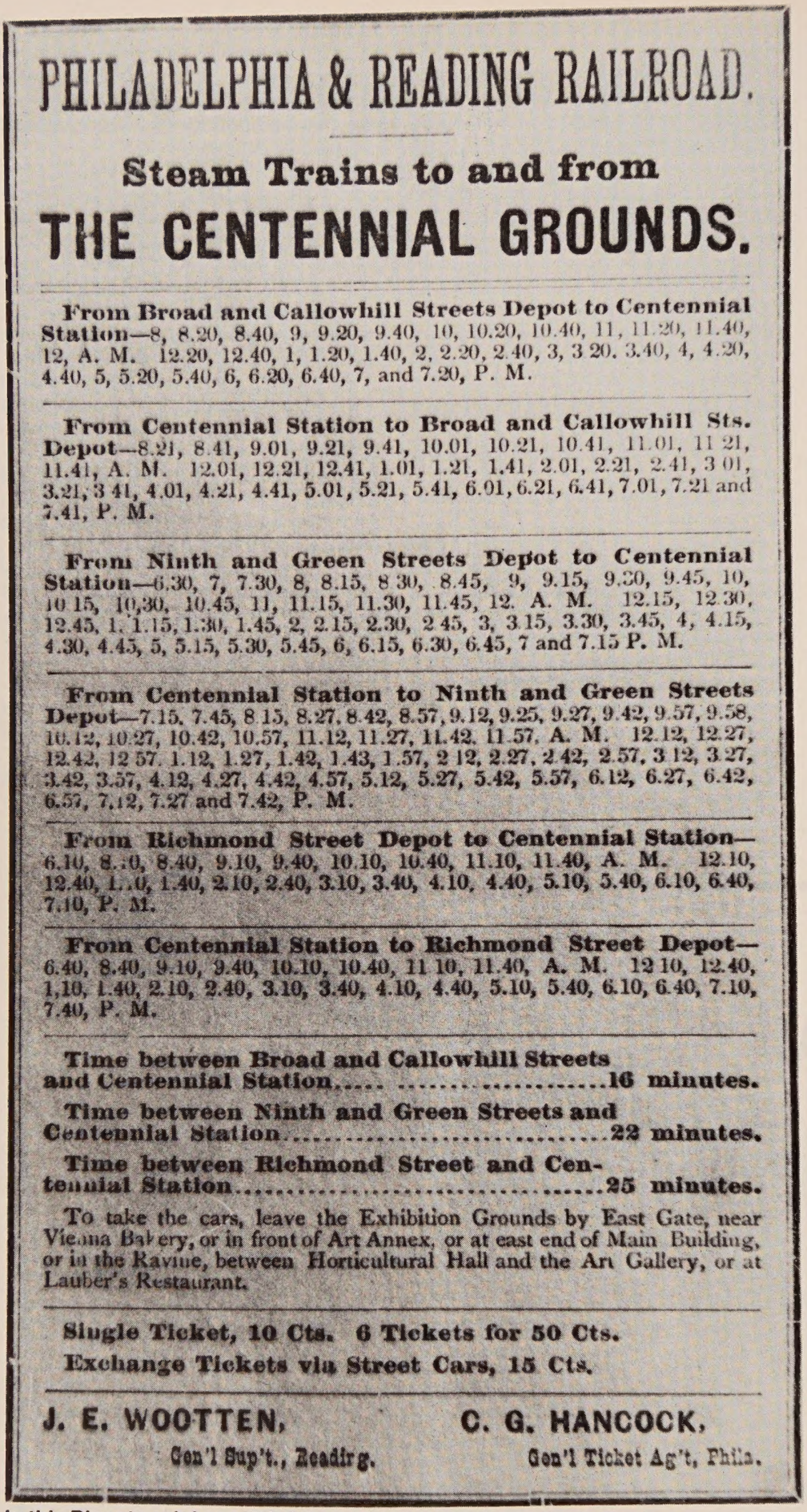
Martin J. Rock, general counsel of Pullman, which is in the process of liquidation, said by telephone from his Chicago office: "With this mess, we'll probably have to wait before concluding the liquidation—until the appeal process is exhausted."

A group of Pullman porters, all but one of them retired, talked to a reporter. Each applicant for the job was required to have an "unblemished" record to be hired by Pullman. He also had to have recommendations from "two or more white people," said Hal Leftwich, who has spent 35 years with the railroads and has not yet retired.

Sometimes, when the management wanted to cut corners, it would put a porter in charge of the whole car instead of a conductor. Porters-in-charge were paid from $20.25 to $32.50 extra a month, and some of them served in this role for years—but were not promoted to the job of conductor.

This practice was one of the primary sources of the lawsuit, begun in 1963 by Earl A. Love, a retired porter. Salary records show that in 1946 conductors were paid $256 to $289 a month, depending upon seniority, but porters-in-charge were paid only $196 to $207—a maximum difference of $93 a month.

By 1966 the maximum difference was $175 a month. Not until 1967, accord-



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From Centennial Station to Richmond Street Depot—6.40, 8.40, 9.10, 9.40, 10.10, 10.40, 11 10, 11.40, A. M. 12 10, 12.40, 1,10, 1.40, 2.10, 2.40, 3.10, 3.40, 4.10, 4.40, 5.10, 5.40, 6.10, 6.40, 7.10, 7.40, P. M.

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Time between Richmond Street and Centennial Station.....25 minutes.

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In this Bicentennial year it is interesting to note the nation's Centennial in 1876, when frequent P&R trains ran to and from Philadelphia fair grounds.

Collection of Bill Finley, 45 Carpenter Lane, Philadelphia, Pa. 19119

ing to court papers, were porters-in-charge promoted to conductor.

Sometimes disabled Pullman cars would be separated from the train on Wyoming prairies, said Hal Leftwich, where the winter temperature would be "30 to 40 below zero" and the car would be without heat.

"You just had to sit tight and wait for a repair crew," he said, "even though it sometimes. took days for them to get there."

Others told about being left in 125-degree heat in the Arizona desert, waiting for the train to "turn around" for the journey back East. And there was race prejudice. In some Southern states, porters-in-charge were required to stand under a tree to wait for their tickets to be collected by white trainmen because they were not allowed to enter the train stations.

In one Oklahoma town, they were forbidden to enter the community even to eat—and grocery stores would not sell them food. Now and then, out of desperation, they were forced to dash off the train in the middle of the night during a brief stop to pick up food, Mr. Ritchie said.

"Sometimes we'd be out on the road one to three months before we could get a decent bath," said Mr. Johnson, 64, who worked for the company for 31 years. And porters had their pay checks docked for any missing linen, even if a passenger took it or even if an unfriendly conductor merely said it was missing.

The Personality Parade

A TORONTO reader declined our nomination as an *Interesting Railfan* because: "A few years ago a somewhat similar type article appeared in a Canadian weekly. Although it did not include my address or phone number, I was subjected to an unwarranted invasion of privacy by phone and visits by rather inconsiderate people. For example, one man with his wife and family arrived at our door at 2:30 a.m. and was indignant when I said that at such an hour there was 'no way' for visitors to see my model railroad. After this and other episodes I decided never again to subject myself and family to such treatment."

I FIND your magazine generally enjoyable, particularly the photographs of steam trains and your use of so many pictures. Not being much of a fiction fan, I prefer articles such as Michael Eagleson's "I was There" (May issue). The *Passenger Train Survey,* the *Mail Car, Transit Topics,* and *Coming Events* are interesting and informative.—Carolyn S. Raeke, correspondent for *The Dallas Morning News,* 637 National Press Bldg., Washington, D.C. 20004.

THOMAS WOLFE'S novels contain references to railroading, such as: "The rails go westward in the dark. Brother, have you seen starlight on the rails? Have you heard the thunder of the far express?"

MIKE EAGLESON'S "I Was There" recalls my trip to England in July '75

when I photographed quite a number of steam locos at Bridgworth. Some belonged to British Rail, some were privately owned, and others were being worked by a railfan club. Fantrips are run from there to Bewley, 12½ miles away. The old stone station at Bridgworth must be at least 125 years old and is still in fine condition. Born in 1898, I worked on the B&O for 48 years.—B.J. Davis, Box 307, 235 Paca St., Cumberland, Md. 21502.

SOUTHERN RAILWAY is featuring signers of the Declaration of Independence on its beautiful green-and-gold E-8A's, reports Curt Tillotson, Jr., 1207 College St., Oxford, N.C. 27565. He discovered it on April 17th when he photographed the *Southern Crescent*, powered by four E-8A's, at Greenville, S.C. Adorning these engines to the left of the steps leading up to the cab are large red signs, each containing a white enlargement of a signer's autograph, his portrait, and a few words about him.

Railroading Long Ago

MY WORST SCARE occurred one summer night in 1921 when I was sleeping in a business car coupled behind a Santa Fe freight train. I was then secretary to Santa Fe superintendent A. Ewing at Las Vegas.

Moving a business car on a freight train in daylight, particularly a local freight, made a lot of sense. In those days local freights stopped at every station to leave empties and pick up loads and to offload less-than-carload merchandise. This gave the super time to inspect the depot and grounds and talk with the agent and other employees.

Also traveling in daylight at relatively low speed afforded him a good chance to observe the condition of the track and right-of-way. But to move a business car between two points at night on a freight, when a passenger train was available, did nothing except perhaps let a minor brass collar impress his superior.

We left La Junta, Colo., about 9 p.m. at the rear of a drag freight destined for Trinidad, Colo. Another train, No. 7, the "Fast Mail-Express," was scheduled to leave La Junta about 10:30 p.m. It could easily have handled our car. Later, about 11 p.m., the boss, the cook, and I were bedded down in our respective rooms. The cook slept up front, just behind the kitchen. I was in the rear, just ahead of the observation room, and the boss was just ahead of me.

While in the twilight zone between consciousness and slumber, I heard our engine whistle for a station. I thought: "This must be Thatcher. We'll probably head in here for coal and water and let No. 7 run around us."

The ruling grade westbound from La Junta to Trinidad is mostly 59.7 feet to the mile, so we were just dragging along. Then, without having made a preliminary stop to head in, our movement slowly ceased. I assumed we were still on the mainline. Suddenly I heard an imperative whistle and a locomotive's rapid exhausts, and I thought: "My God, that's No. 7 and they're going to plow into us!"

My first impulse was to arouse the boss and the cook. But I realized I'd never make it; I'd be lucky to get out myself. Racing to the observation room, I was blinded by No. 7's brilliant headlight shining in the rear door. Out on the platform in my pajamas, I was just about to leap over the railing on the side when, with a roar and a concussion, No. 7 crashed by on the adjoining track at 60 mph or better.

I watched its red markers being swallowed up in the gloom and realized what had happened. As we were dragging along on the ascending grade, our head brakeman had jumped off the engine, ran to the passing track switch, and headed us in without having to make a stop; then the rear brakeman had closed the switch. So my scare was unfounded, but had seemed frighteningly serious for about half a minute.—Edward Mahoney, 5418 Ellsworth Ave., Dallas, Texas 75206.

THE WATER TANK of the Pere Marquette Railroad in Monroe Mich., collapsed and not only wrecked itself but tore through the roof of Buckeye Brewing Company's horse barn, killing a valuable draft horse. This item appeared in a local newspaper dated Feb. 4, 1910. The collapse was due to the failure of the old worn steel hoops to stand up against the continued water pressure. About a week before, the railroad company had sent some men to repair the tank, as the hoops were suspected of being unsafe; but they patched up the old hoops instead of putting in new ones.

The crash sounded like a million loose shingles. Water spurted about 150 feet, reaching as far as the main track. Until the tank is replaced, said the old news item, Pere Marquette steam engines are being sent to a Lake Shore & Michigan Southern tank for water supplies.—John Uckley, 414 W. 4th St., Monroe, Mich. 48161.

Too Many People

MILLIONS of Asian commuters disprove the old adage that getting there is half the fun. They are forcibly pushed into trains in Tokyo and are

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taxed in Singapore, ride jeeps in Manila and motorized rickshaws in Bangkok and somehow, usually, manage to get to work.

Some streets seem more suitable for oxcarts than high-speed buses. Good roads are often clogged with automobiles—so much so that in Singapore car-driving commuters are taxed if their vehicle is not full. Several big cities are planning, or considering, underground or above-ground commuter rail services.

The biggest and most efficient of existing services, in Tokyo, is heavily overloaded. The 48-year-old underground system and the 10-year-old monorail are the envy of many Asian capitals. But plans for new surface trains are opposed by residents who fear noise from ground-level trains and loss of light if tracks are elevated. Only one tramline has survived in Tokyo.

Bill Kessel of Hamburg, N.Y., sent us a newspaper clipping the other day showing a disconsolate couple walking along a railroad track leading to downtown Tokyo on the morning when rail workers launched a 72-hour strike to demand higher wages.

Origin of Wabashing

ONE DAY, just before a strike long ago on the Chicago, Burlington & Quincy a switchman named "Time-Check" McCuen was working in East St. Lous for the Bridge Terminal line. The Terminal's general yardmaster gathered up every Q car, perishable and all, and rushed them for delivery, so as to clean the yard of hold cars, also to avoid damage claims and such from thievery or rot, or other causes. He wanted to clean his hands of Q stuff before 12 midnight the night the strike took effect.

A drunken savage foreman known as "Wild Bill' was riding the goat with Time-Check that night. They dragged a long string over the bridge for the big road's East St. Louis yard delivery, and when they arrived at the transfer track, it was chockablock—not a damned car could this foreman shove in. He was about half shot then, so what did he do but couple onto the first car out on the transfer with his own drag, then gave a signal to the hogger to go ahead.

Naturally the slack was stretched well out of some loaded cars, but that was all the goat was able to pull. However, this foreman didn't want them pulled; he wanted the slack that was in all those cars for a purpose. When he got it, he walked up to the hogger on the goat and said: "When I give you a backup signla, shove hell out of that drag you're coupled onto."

Wild Bill sneaked down the string of cars on the transfer and with his own little footsies kicked off all of the dogs he found holding a brake set for keeps, to ward off more cars. Not only was there going to be an embargo put out, but switches were to be locked and spiked, brakes set, and wheels chocked with ties, and everything to keep any more cars from arriving on the Q line.

After Wild Bill got all set he was way down out of sight of any Q trainmen or officials, but where he could see the engineer. He then gave the big circle sign to back up. He embellished the signal with faster and faster swings of the lantern until his light made a complete ring of white.

The hogger, having all that slack, gave the goat all she had in her. He shoved, and kept shoving, until the last car Wild Bill had in his cut was in the clear on the Q transfer; then he gave a stop sign, cut off and, stepping on the footboard, returned to the Terminal yard for other work, well satisfied with his delivery.

Now, as you probably know, the Bridge Terminal then was owned by, or controlled by, the Wabash system. It was affiliated in some way with Jay Gould's stock manipulations before the old Wabash went into the hands of a receiver.

So trainmen working on the Wabash or Terminal were like brothers. They rode and got passes and such over either line with little or no trouble, although there was no public knowledge of the interlocked associations. Anyway, Wild Bill received his time for that night's shove, and, like all nuts of that era when something they'd done came up against them, they demanded to know what they were fired for, and caused a lot of hot air to percolate around where they raved over a terrible insult of whatever had been perpetrated upon their lily-white characters.

Wild Bill naturally demanded to know why he was fired. The general yordmaster was a level-headed, good-humored guy, and he'd received a report of the damage Wild Bill had done, shoving that string in the clear. So this G.Y.M. turned to a clerk and asked for the letter, which he showed to Wild Bill.

Pretty soon out rushed Wild Bill, cursing like a savage and frothing at the mouth. "I'll sue 'em for that, so help me, I'll make 'em weep over that word. There ain't no such damned word anyway—they reported me for 'Wabashing' that transfer track. Who the hell ever heard of Wabashin' cars?"

It was learned that a chief clerk over in the Q yard office had named the stunt by reporting it to his superior in these words: "Last night some crew filled our yard with cars, piled 'em all over the yard, so that the wrecker will be busy for a month clearing up the mess. It was a Wabash stunt," he stated.

And with that, the term got started, so when any wild shoving was pulled off, or smashing of cars in an effort to push them in some place where they couldn't possibly fit, it was laughed at as Wabashing—"Silent Slim Roach."

Washington Wisdom

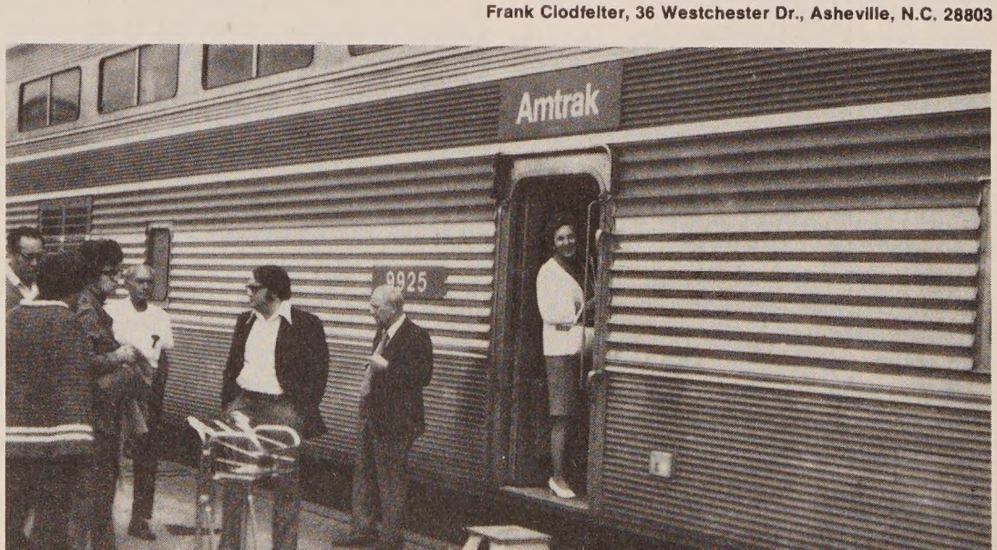
THE LOCOMOTIVE ENGINEER editorializes: "For another shining example of bureaucratic boobery we direct your attention to the report that the Federal Government has stockpiled $4 billion in cash in a Virginia mountain hideaway so that if our nation is wiped out in a nuclear attack there will be funds with which to begin all over again.

"The hideaway cost $7 million to construct and requires $2 million a year for security, according to the report. The whole thing is a brainchild of the Federal Reserve Board. . . . Financial experts advise that $4 billion, even if deposited in a commercial bank account paying 5 percent interest, would produce a tidy $200 million a year."

If that same money were spent, instead, on improving rail passenger service, it would be a big help in solving our traffic problems. •

At door of *Southwest Limited* in Albuquerque in September, 1974, is Anne Clodfelter, wife of next month's *Interesting Railfan,* Frank Clodfelter.

Frank Clodfelter, 36 Westchester Dr., Asheville, N.C. 28803



Southern 722 arrives at Ooltewah, Tenn., enroute from Chattanooga to Rome, Ga., on fantrip in 1975.

John W. Coniglio, P.O. Box 6312, Chattanooga, Tenn.

IN SEARCH OF STEAM

Mike Eagleson

ATLANTIC CENTRAL Steam Railroad of Pennsylvania achieved its greatest triumph so far by successfully operating ex-Canadian Pacific 4-6-4 No. 2839 on April 4th. The streamlined beauty belongs to—and is leased from—the Royal Hudson Locomotive Company, Ltd., of which I am president and part owner.

For the first time in 16 years, the big Hudson had her throttle notched back, eagerly slipped her 75-inch drivers, spurted a brown cloud of residue from her cylinder cocks, and glided majestically out of the repair bay which has been her home for four years. John Brill, a retired Lehigh Valley engineer, did the honors on the right-hand seatbox (incidentally, off a Delaware & Hudson 4-6-6-4), while his brother Walter, another pensioned runner, tended the fire. It isn't often that brothers work together in the same cab.

A mighty cheer from the Atlantic Central volunteers and curious spectators vied with the soft chuff-chuff of the Hudson as she began to move. I must confess that while I was witnessing this event through the view-finder of my 16 mm. movie camera, excitement misted my eyes with tears of joy. Moments later, hogger John Brill tied onto an Atlantic Central coach and a refreshment/gift-shop car for use on the numerous photo-run-bys. It added to my pleasure of handling one of those short exhibition runs myself. Although her throttle was a little sticky, once back, I felt she just wanted to gallop.

So, as I said, the first operation of the 2839 under her present ownership was a total success. At the time of this writing, little more has to be done to her before Atlantic Central begins mainline steam excursions with the only streamlined 4-6-4 operating in the United States.

EX-GRAND TRUNK WESTERN 4-8-4 No. 6323, long stored in the Detroit Terminal roundhouse, is now under repair, as reported by Frank P. Stock, 2614 Whalen, Hamtramck, Mich. 48212. The big Northern's owner, Bob Johnson of Elmhurst, Illinois, is doing the work on her, almost singlehandedly. I am proud of Bob's effort to return this Midwestern steamer to operation. For many years now, the central section of our country has been void of mainline steam excursions, and this locomotive would certainly fill the vacancy.

VERMONT '76.
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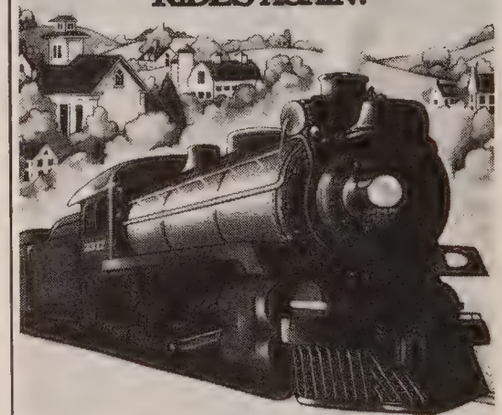

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Atlantic Central operates ex-Canadian Pacific 4-6-4 No. 2839 at Northampton, Pa., on April 4, '76. Excursion operator plans fantrips in eastern Pennsylvania this summer with restored Royal Hudson.

Michael A. Eagleson, 37 Edgemere Ave., Mt. Arlington, N.J. 07856

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Gold Coast Porter No. 7, ex-South Florida No. 7, shown on April 4, '76 doing honors with Sunday afternoon local heading eastbound toward Port Everglades on SCL trackage. She's just come out of underpass near Ft. Lauderdale airport.

Thomas P. Cheesborough, P.O. Box 324, Coconut Grove Station, Fla. 33133

FINNISH STATE RAILWAYS set up a farewell-to-steam salute last September 26th by operating the final steam-hauled passenger train over that nation's rail network. The engine was class Trl 2-8-2 No. 1096, the very last steamer built in Finland (in 1957). She hauled 150 invited guests in wooden coaches over the 37 miles from Helsinki to the railway museum at Hyvinkaa. Let's hope that the Finns recognize the power of steam as a tourist attraction and occasionally fire up the modern Mikado. Strategically scattered about the country are numerous steamers preserved in "mothballs" for use if future demands warrant it.

EX-HAMPTON & BRANCHVILLE 4-6-0 No. 44, owned by the National Railway Historical Society and South Carolina Railway Museum of Charleston, S.C., may go back into harness for excursions. The 1927 Baldwin is in good mechanical condition, but needs extensive boiler work. NRHS also plans to recondition some vintage coaches for use with the engine in Bicentennial celebrations and for years to come. Charleston may be considered the cradle of American Railroading, since it was here that the *Best Friend of Charleston* made her historic first revenue passenger trip some 15 years ago. But the group needs financial help to complete these restoration projects. Contact Engine 44, P.O. Box 3951, Charleston, S.C. 29407.

LAST March, the surging Cattaraugus Creek eroded and destroyed 400 feet of the single-tracked Arcade & Attica Railroad in upstate New York. This damage cut off the A&A from its Penn Central connection, terminating its freight business. In the summer, the road augments this revenue with steam excursions.

EX-FRISCO LINES 2-10-0 No. 1632 at Ottawa, Kan., and 2-8-2 No. 1352 in Kansas City's Swope Park will be moved to the Smokey Hill Railway & Historical Society's Kansas City Museum for refurbishing as a Bicentennial project. The Society already has Okmulgee Northern 2-6-2 No. 5, reports the NRHS Blackhawk Chapter's Spike & Tie.

FORMER Canadian Pacific 4-6-2's numbered 1293 and 2317 are currently being restored by the Steamtown Foundation, along with nine former Long Island Rail Road coaches, for use this summer, reports Frederick G. Bailey, *Railroad Magazine's* "Interesting Railfan" No. 160.

It is anticipated that No. 1293, class G-5d, will be the regular locomotive on Steamtown's run between Bellows Falls and Chester this season. The heavier Pacific, class G-3c No. 2317, will be used from July 1st until August 12th on the Vermont Bicentennial Steam Expedition daily trips between Bellows Falls and Burlington. On August 13th, a northbound-only special will operate between those two towns. August 15th will find the 2317 running from Burlington to Bennington to attend historic Bennington Battle Day.

From August 16th to September 6th and from September 25th to October 17th, the Vermont Bicentennial Steam Expedition will run daily between Burlington and Bennington. No 2317, built in 1923, will be painted dark green and named *The Spirit of Ethan Allen.* I understand why "Canadian Pacific" cannot appear on the tender of this State of Vermont sponsored Bicentennial project. For further information, contact Steam Train, Montpelier, Vt. 05602.

Steamtown is planning one of the biggest museum steam-ups in North America on October 30-31. At least six locomotives are involved, including four ex-CP Pacific's: the 1246, 1278, 1293, and 2317! A tripleheader is planned of matching CP Pacifics, so a lot of fans north of the border should attend. In addition, 0-4-0T No. 43 will perform. So will 0-6-0 fireless No. 6816.

I hope many railfans will buy tickets and support this major Steamtown steam-up. Only by their participation can the Foundation continue these spectacular and costly events in the future.

THE OLD Virginia & Truckee at Virginia City, Nevada, is still planning to start steam excursions this summer, using an 1884 Rogers 4-4-0, now owned by Short Line Enterprises in Southern California. This item comes from *Pacific News.*

KEEP ON SENDING news to your steam editor, Mike Eagleson, at his home, 37 Edgemere Ave., Mt. Arlington, N.J. 07856.

Books and a Calendar

MAINLY SCOTTISH STEAM, by Thomas Middlemass, 157 pages, 6x8", hard covers, 24 photos, and map; David & Charles, North Pomfret, Vt. 05053, priced at $9.95. If you are anything like me, you'll enjoy these nostalgic boyhood reminiscences of the shrines to steam power in northern Great Britain during the 1920s and '30s. The book is not technical nor is it exactly a photo-essay on steam, but is devoted largely to looking back wistfully on early railfan experiences around stations and loco sheds in Scotland.

THE CANADIAN NATIONAL RAILWAY'S STORY, by Patrick C. Dorin, 206 pages, 8½x11", hard covers, over 400 photos, charts, maps, rosters, available at $14.95 from Superior Publishing Co. or from Railroad Magazine Book Service. Here is a single-volume history and equipment study of the mighty CN system from its formation in 1919 through 1975. Steam plays a big part, of course; scores of good locomotive photos enhance this work. Not forgotten are early and present-day diesels (By the way, what are diesels? I never heard of them before.) Also photos of rolling stock, all from the CN and its subsidiaries. This is a satisfying total look at one of the world's great railroads, but it's not purely a motive-power book.

ROCKY MOUNTAIN 1976 all-color steam calendar, 17x11", with 14 photos, is available from Sundance Publications, 100 Kalamath St., Denver, Colo. 80223 at $4 postpaid. Although it's late in the year for reviewing a calendar, this one is so superb in vivid hues that I just had to mention it. The smoky action views on such roads as the Santa Fe, D&RGW (narrow and standard gage), UP, C&S, and Manitou & Pikes Peak must be mentioned. You'll want to hang onto these handsome pictures for framing at the end of the year. ●

BICENTENNIAL RAIL EXCURSION OVER THE GREENWICH & JOHNSONVILLE RAILWAY
August 7, 1976

A special bicentennial excursion train will run over the line of the Greenwich & Johnsonville Railway in upstate New York. The ride will begin at Thomson, N.Y. on the Hudson River and follow the valley of the Battenkill to Greenwich, n. y. and then onto Salem on the Washington County Branch of the D&H (former rail head of the old Rutland & Washington R.R.). A return run will be made to Thomson. Two trips are scheduled, 9 A.M. and 1 P.M. Each train will accomodate 500 passengers. The equipment will consist of the diesels, D&H No. 1776, the G&J No. 4116, D&H coaches, and baggage cars. Refreshments will be sold on board the train. Adults $10, Children under 12, $5; under 5, free. Indicate your choice of tickets for either the A.M. or the P.M. and we will endeavor to accomodate. Send check or money order to: Rail Trip, % David F. Nestle, R.D. #2, Ray Rd., Greenwich, N.Y. 12834.

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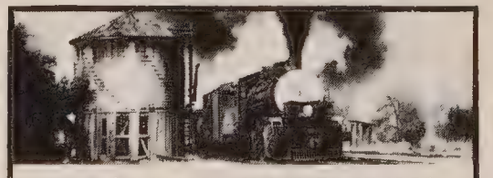

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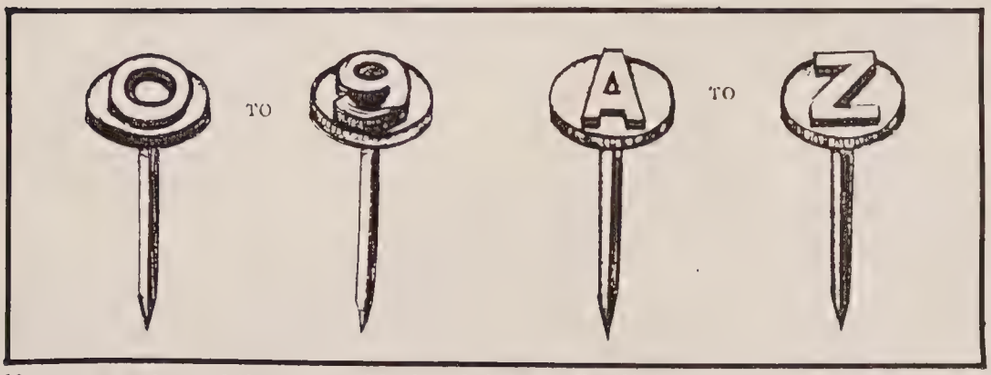
WHAT ARE DATE-NAILS?

by ROGER C. MARTIN



Here are a few of the many kinds of date-nails that were used long ago.
From the book "And Now It's Nail Time"

BALANCING myself on one of the twin rails of shiny steel that wound through the green hills and farmlands of Pennsylvania was a favorite pastime of my youth. The magic of railroads lured me on to adventure. I would follow a set of tracks on one rail like a tightrope walker uninterruptedly for as long as my balance allowed. That, to quote Rudyard Kipling, was "long ago and far away," ten years ago on the old Pennsy at a time when it still used the proud slogan "Standard Railroad of the World."

I am now living in Jaffrey, N.H. (33 Stratton Road, 03452). Recently, while walking some Boston & Maine tracks near my home, tracks that seem as normal a part of nature as the trees and brooks and grasshoppers, and studying those tracks closely, I noticed a basic difference. Most of the ties had numbered nails on them. This I had never seen before anywhere.

About a foot inside either the left or right rail was a round nail head with a number on it. I'd count ten or twenty ties, each with a 55 on them, next a 42 or perhaps a 38, then more 55's. There was no discernible pattern, which seemed an odd practice. So I asked my father-in-law, who is an old B&M "king snipe" (track foreman), why the road numbered its ties.

"Roger," he said, "this way dates the year the tie was put in." He dug out a nail numbered 25. "This one's from 1925."

Thus my scavenger's mind evoked curiosity and the urge to collect. So the ties had a history! Those eight-foot lengths of wood, ingrained into our past and present, have a past of their own. You could stroll along a track and recreate its history merely by looking at the ties. One section, for example, was built in 1928. Then a long line of 32's, maybe. Did that indicate the Depression era or was there a derailment? Numerous 38's in New England could be traced to the great Atlantic hurricane that wrought havoc in the fall of 1938.

Tracing the annals of the nails themselves proved a bit more difficult than reconstructing railroad history. My father-in-law thought the practice had begun around the end of World War I. This wasn't much to go on, so I questioned a B&M yardmaster. He'd never even heard of the nails! Next I tried an Irish railroad agent, who was familiar with the nails but didn't know their story. He advised me to contact the company's public relations officer, a woman. This I did. She didn't know, either, but referred me to the Engineering Department. I like to think it was some aging draftsman who finally gave me the answer.

"The Boston & Maine," he said, "began installing treated ties in 1923, and in 1924 started using tie-dated nails on them. Treatment means saturating them with creosote or some other preservative to slow down decay of the wood. This practice lasted through 1957. Treated ties were dated to determine how much additional life was obtained as a result of the treatment and to find out whether or not the cost of treating ties was economical. We learned over the years that treated ties lasted almost twice as long as those without a preservative. Today the B&M uses only treated ties.

Such is the reasoning behind an idea that served its purpose and then was ended. So at least one corporate venture was practical and did not collapse in bureaucractic cost over-runs. For 1924-1957 a complete B&M collection would cover 34 years. Because I did not want the dating nail to go the dismal route of glass insulators or diamond-point spikes, I kept the secret of the nails to myself and a few close friends. But now many miles of track are being quickly torn up, so it was no longer any need for me to keep my secret.

RAILROADS being private property, I concentrated my search on old abandoned B&M lines in southern New Hampshire and central New England. This also allowed for quiet picnics and communion with nature at the same time. You might want to consult old newspapers for accounts of big derailments and then try to pin-point their location through the numbered nails. My favorite specimen came from a tie from which a train went off a Harrisville bridge.

You need a few tools for this hobby such as a small crowbar, a garden claw for clearing moss and leaves, a machete if the area to be explored is heavily outgrown, a knife, a screwdriver, a hammer, and a sack or pack for storing whatever you find. Besides dated nails, you may come across other railroadiana half-buried along some of these lines.

The nails were usually placed in the tie about twelve inches inside one of the rails. If they're not there, you may have either untreated ties or post-1957 ties. I've found a few specimens with two nails apiece, each one dated differently. Maybe you can conjure up a legend to explain that. For example: a six-foot-

six John Henry put ties in single-handed and said, "Boys, you're gonna know which ones I done, 'cause I spike 'em twice and when ya pass by here, remember me!"

You'll also find that in 1925 the B&M had two types of nail: the regular round head and a rarer square top, indicating a different kind of experimental treatment. This makes a complete B&M collection of 35 different nails. But who knows what other nail secrets lay lost in the railroad's files?

Extracting the dated specimens is relatively simple, much like pulling out any heavy nail; but as these are old and rusted, you should move the pry-bar around the head two or three times. This prevents the nail from bending or snapping. You must also be careful not to mar the head. A bent head is as unattractive to a nail collector as a worn or defaced coin is to a numismatist. Often, it is easier to dig the wood from around the nail than try to remove the nail directly. Your knife, screw-driver, and hammer come in handy at this point, especially with the 1924 nails, which are made with a slimmer body than the others and will snap quite easily if you apply too much pressure.

What do I do with these nails? What does any collector use anything for? Sometimes he mounts his objects to look at. The nails can be made into attractive furnishings for a railfan. Sandblasted and mounted on properly finished wood, they could serve as a coat rack. Nickel- or silver-plated, they become beautiful birthday gifts or desk ornaments. What better hanger for a conductor's lantern than a well-preserved dating nail?

YOU COULD build a collection of date-nails in several ways. Search rights-of-way for the nails personally, trade with other hobbyists, or acquire them through the *Switch List* of *Railroad Magazine.* One successful collector, Glen Wiswell of Cedar Grove, N.J., occasionally goes nail-hunting with a fellow collector, John Evans of Mountainside, N.J.

"Johnny and I have covered just about any area we could reach and yet return the same day," he says. "Soon we'll be taking two-day or overnight trips."

He belongs to the Texas Date Nail Collector's Club, founded in 1970 by 16 ardent "nailers" but now totaling more than 500 members, with dues at $7.50 a year, and a periodical called *Nailer News.* He has journeyed far to its conventions and shows. In fact, he was once awarded a trophy for traveling farthest to attend a convention, nosing out his friend Johnny Evans by a few miles.

Glenn has complete files of his correspondence with about 70 fellow collectors. His filing system for storing nails and his inventory control are revised as his hobby expands. At latest report, he has more than 3,000 nails, each one catalogued and recorded with the name of the railroad it came from. He has a special scale to weigh his nails in order to determine the required postage when making up a "trade" order.

His collection includes a rarity: a 1904 Santa Fe nail, valued at $150. Glenn is not fooled by counterfeiters. The shank markings, he says, offer the most accurate proof of authenticity.

"For example," he points out, "a 1933 Potosi is extremely hard to get. You'll find a lot of 1938's with the 8 ground off to resemble a 3."

Among other interesting nails are the "mistakes," such as the Illinois Central 51, which has a backward 1, and the National Lumber Company's set with a backward N. For use in researching potential sites to explore, Glenn has a 1910 map showing original railroad paths and a yellowed 1918 Atlas and faded copies of American Railroad Engineering Assn. texts containing railroad specifications in detail. Such knowledge is valuable to a date-nail hobbyist.

Besides mounting displays of his collection, as I do, Glenn has created personalized tokens, based on his hobby, for close friends. He uses a variety of nails from different railroads that bears his friends' birth dates. These he drives in patterns partially into wood blocks, and he presents each assemblage with a brief history of date-nails and an identification diagram of the block.

Readers who desire details on date-nail collecting should read a 139-page, illustrated, soft-cover book entitled *And Now It's Nail Time,* by Kenneth B. Shaw, member of the Texas Date-Nail Collector's Association. When the book came in 1972 it could be had for $4.95 postpaid from the author, Kenneth B. Shaw, 1473 S.W. 25th Court, Ft. Lauderdale, Fla. 33315.

Which tracks do you follow to find dated nails? Right now, many most older routes contain them, but I would first contact the railroad to find out if the lines are still in service. Central Vermont, for example, used dated nails on their tracks, which run north as far as Montreal. Unused sidings often contain a number of nails, usually all the same date because there tracks are rarely serviced after being put in.

Remember that even if the rails have been torn up, it is the tie that holds the nail, and often these are left in place to rot. If the date-nail mania catches on, there probably won't be many nails left to find; but perhaps that's as it should be. You walk away wit a piece of the past and a memory of a 4-8-4 whistling through the night stillness along ago. •

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HORSE SENSE

by Freeman Hubbard

From "The Roundhouse Cat and Other Railroad Animals," © 1951 by Freeman Hubbard

Peter wanted to be a railroad man and he wanted his two big palaminos to be railroad horses. We see him riding in a baggage car with them.

Illustrations drawn by Curt Wiese

PETER BRENT whistled a gay tune as he sat on the floor of the baggage car beside his two palomino horses, Grant and Julia. The train was rolling across the hot, dry, Texas prairie.

Peter was very happy. He had just turned sixteen and he was riding to the end of track to get himself a job. Both his grandfathers had been trainmen. Ever since they had first told him stories of the tracks going west, he had wanted nothing in the world so much as to work for a railroad.

Peter had steam and steel in his blood. He loved the shining rails that marched to the skyline and vanished in a pinpoint. He loved the steam engines and cars, whistles and bells, and the sparks that shot up from locomotives at night.

When he heard that the Texas Central was building a new line through the wilderness as far west as the Pecos River he knew his big chance had come. His mother packed his clothes in a suitcase and gave him a bag filled with sandwiches, cookies, apples, and a whole roasted chicken.

His father said; "Pete, I know how you feel about Grant and Julia. You have practically raised them yourself from the day they were foaled. Take them, son! The railroad company needs horses. They will pay you better money if you hire out with a good team."

So the palominos, named for the great Civil War general and his wife, had come with him. Pop was right. In the Texas Central field headquarters at the end of the track Peter got a job as teamster with a surveying outfit.

HE HITCHED the palominos up to a chuck wagon. Then he helped to load the wagon with food and supplies and fill its huge water cask. Pretty soon he climbed into the driver's seat, cracked his whip, and set out on a long trek.

Six surveyors on horseback rode with him. Their job was to drive wooden stakes into the hard earth to make the line along which the new railroad would be built. After them other men would come. These other men would lay ties and steel rails. They would set up telegraph poles and build stations for the trains that would follow. But five days after the surveyors set out, an accident happened, and for a while they stopped thinking about trains.

It was a hot day. Pete was driving the team along through the stage. Suddenly Julia tripped. She had stepped into a gopher hole hidden in the grass. She tried vainly to regain her balance. Grant dragged frantically in the harness, but it was no use. The wagon toppled over.

Before it could be righted, the water cask had spilled its precious contents over the dry earth. Hardly a drop was left! Pretty soon every canteen in the party also would be empty. There would be no water at all! all!

Bull Stevens, the barrel-chested chief engineer in charge of the outfit, was very angry. "I should have known better than take on a kid with a team of farm horses," he growled.

"Julia couldn't help it," Pete said. "She stepped in a gopher hole."

"I know, I know," Bull Stevens said. "Just the same, we're in trouble. There hasn't been any rain in these parts for months."

THE REST of the men were silent. As far as all could see, the plain was hot, dry, and hard, baked like a johnnycake. Dust covered

everything in sight—white, powdery, alkali dust. The weather-beaten railroad men on tired horses jogged along beside the wagon. A steady warm breeze from the south peppered their faces with grit. Pete worried about Grant and Julia. The palominos were his pets. It grieved him to see them stumbling from exhaustion.

Mr. Stevens studied the map he held on the saddle of his bronco. "This map shows a pond near here," he told Pete, "but I'm a horned lizard if I can tell where it is."

"Maybe the pond is dried up," Pete said.

"If it is, there's no water nearer than the Pecos River," Mr. Stevens groaned, "and that's thirty miles away."

As he spoke, they entered a small grove of cottonwood trees. The withered leaves cast tiny patches of shade. Just at that moment Julia lunged forward in her traces and fell to the ground. The boy sprang from his seat with a sharp cry.

"Julia, Julia!" he soothed. "What's the matter, old girl?"

Patting the mare, he coaxed her to stand up. But she only trembled and rolled her eyes.

Bull snapped a decision. "We'll camp here!" He nodded to Pete. "You stay with the team while the rest of us look for that pond. We had better find it," he added grimly.

"Yes, Mr. Stevens."

Pete unhitched his team and tied Grant to a tree. Julia was too weak to stand up. The boy wondered in alarm if she were dying. He brushed away a tear and sat down beside her. This was a fine way to start a railroad career, he thought. What if they never finished the job? He was fanning off the green flies when the hot weather became too much for him and he fell asleep.

THE MEN searched in vain for the pond. Finally at sundown, one by one, they drifted back to camp. Each man slumped in his saddle. The horses' heads were hanging, too. Their manes drooped over their eyes.

Men and beasts munched on dry food. There was no water or coffee to wash it down. The horses pawed the dusty ground and neighed. It was their way of asking for a drink.

While the surveyors were resting around the campfire, Bull Stevens said: "We'll never locate a railroad line this way. I reckon the pond is gone. There is only one thing for us to do now. Head for the Pecos River. There's a chance we can make it by riding all night."

Dead silence fell. Not one of the men or horses was fit to journey so far that night.

Pete spoke first. "If you don't mind, Mr. Stevens, I'd like to stay here with Grant and Julia."

Bull glanced at Pete. "But I do mind," he said. "We'll leave the mare here with the wagon. We must travel light. You ride Grant! It's our only chance!"

"But Julia—" pleaded the boy. "The coyotes and buzzards will come here—"

"I'm sorry, Pete, but we must shoot her before we go."

"No, no. Something will happen—"

"Not likely. You don't want to leave her to suffer, do you?"

"No, of course not. But there's still a chance. Give Julia a little more time to rest. Then she'll get up. I know she will."

But the other surveyors were grumbling. The sooner they started, the better chance they had.

"We can't wait," Bull decided. "Our lives are at stake. If we ride all

Julia was too weak to stand up. Pete wondered in alarm if she were dying. He wiped away a tear and sat down beside her, fanning off the green flies.

night while it's a bit cool, we may reach the river."

Pete stared at the dying campfire. His heart pounded in his chest. Warm wind still blowing from the south curled the smoke around his face.

"Okay, I'll go," he agreed sadly. "It's better to save one horse than lose two. But nobody will shoot Julia. I'll find water and come back to her."

"It's your horse. I'd shoot her if she were mine," Bull said, as he started off.

PETE TRIED again to rouse the mare. She was breathing hard and didn't stir. Green flies were buzzing all around her. "You stay here, old girl. Wait for me; I'll come back!"

He stamped out the fire. Then he saddled Grant and slowly mounted. The surveyors were carrying pistols, cartridge belts, empty canteens, and rations.

Julia neighed as they trotted away. Pete looked behind in the gathering dusk. He saw the mare struggle to her feet and totter after them a few steps. Then she fell down again and lay still. Her big head was turned toward them in mute appeal.

Pete choked a sob. "I'm going back!"

"Don't be a fool," said the chief, seizing his bridle. "You're coming with us!"

The railroad party rode in silence. Their throats were too swollen for speech. All of them knew that many painful miles lay between them and the life-saving Pecos River. Horses and riders already were far spent.

Night's coolness brought some relief. Pete kept thinking of Julia. He felt like a traitor for leaving her alone. Yet he told himself that she had no chance to live unless he could find water for her. Then, with little warning, the wind shifted. The weary men seemed not to notice, but Grant kept shaking his head.

"He misses Julia," thought Pete, "and he'd turn back if I let him."

Now and then the chief struck a match to glance at his pocket compass. The moon rose. A cat's-claw tree in a clump of mesquite bushes cast weird shadows across the parched earth.

Suddenly in those shadows Pete heard the warning note of a diamond-backed rattler. Grant whinnied in fright. Rearing on his hind legs, while Pete clung tightly to the saddle, he pounded the glistening snake again and again with his hoofs.

"Good boy!" said Pete.

GRANT SNIFFED the breeze with wide-open nostrils. Is he just excited, Pete wondered, or does he smell something else? Grant made the decision and, with a quick turn, the palomino headed back toward camp. This time Pete let him have his way, and the chief made no protest.

Pete rode through the dark sage and buffalo grass, through stands of cottonwood and scrubby pine. He didn't need a compass—not with Grant picking the trail.

Moonglow on the deserted camp showed the chuck wagon still standing with an empty shaft where he had left it. The mare was gone! Pete wanted to believe that the coolnes had revived her and she was able to walk again. But he was frightened.

Where could she be? Maybe coyotes had chased her off, or maybe she was looking for Grant and him. Pete cupped his hands to his cracked lips and called hoarsely, "Juuu-lia! Juuu-lia!"

No thud of hoofs answered. There was no sound but the faint rustle of cottonwood trees. The boy patted Grant's neck and gave him a loose bridle.

"Go find Julia!" he pleaded. "Oh, Grant, find Julia!"

Even on the hard, dry ground there were signs of Julia's struggle to her feet. Grant may have followed her trail, or he may have headed into the breeze because he smelled water. Pete never knew.

Grant moved steadily forward and after a while they came to a glittering sheet of water hidden in a pine grove. This, no doubt, was the pond shown on Bull Stevens's map. And there was Julia!

THE MARE was standing in water up to her fetlocks, nibbling at lush green grass that rimmed the pond. She trotted toward Pete the instant he shouted her name. Sliding out of his saddle, the boy threw his arms around her neck.

"Julia, old girl," he said, "good old Julia! You knew your way to the pond, didn't you?"

Then he followed Grant into the pond for a long drink. Both boy and horse were trail-wise. They sipped slowly at first. The water was warm and a little muddy, but Pete would not have sold his share of it for a million dollars. When they finished drinking, Grant and Julia wanted to rest quietly by the pond.

"I sure wish we could stay here," Pete said, "but we've still got a job to do. We've got to get water to the rest of the company."

He urged the horses back to camp. Then he hitched them to the chuck wagon, drove to the pond, and filled the water cask. A few minutes later he was driving westward toward the river. The wagon rolled along with its priceless cargo. It bounced over the rough prairie land and jackrabbits ran to cover as it passed. Pete swayed in his seat, fighting sleep.

The apple-green sky was blazing red when he began to overtake the railroad surveyors. One man was sprawled on the ground beside his fallen horse. Pete revived them both with water. From then on the boy picked up one man after another. He put a dipper of water to each man's dry lips and bathed his face. And he did not forget the horses.

Bull Stevens was the last. The barrel-chested chief engineer had left his tired bronco and was staggering in the direction of the Pecos River, but still far from it. When Pete finally counted the score, all of the man and all of the horses were safe. It was not bad for a night's work. He smiled and turned to the chief engineer.

"And to think I wanted to shoot Julia!" Bull said. "She and Grant saved all of us."

Pete was very happy. "They are good railroad horses, aren't they, Mr. Stevens?"

"No better anywhere. And you, Pete, have done all right on your first railroad job. It isn't an easy life, but it's a good one. Even after last night's experience, I still say that."

Pete suddenly laughed. Why, he had just had an adventure as exciting as those his grandfathers had long ago. He really was a railroad man. After a long sleep he and Grant and Julia with the rest of the company would go on with the job of staking out the line of the new railroad across the hot, dry plains of Texas. ●

STEVE MAGUIRE'S

TRANSIT TOPICS

(Top) Opening day in late March of new Washington, D.C., subway shows train near Rhode Island Ave., elevated station. (Lower) Underground at Metro Center.

Marc S. Balkin, 30 Jolen Drive, Hillsdale, N.J. 07642

BACK in 1968, when the Washington (D.C.) Metropolitan Area Transit Authority determined how much it would cost to build a rapid transit system there, the planners came up with an estimated cost of about $3 billion. And now, almost eight years later, with the first segment of that system operational, its capital costs are estimated at a cool $5 billion, and the U.S. General Accounting Office thinks $6 billion might be even more realistic!

Is the Washington experience unique? Or does it represent a phenomenon facing all urban transit systems—high capital cost overruns and soaring operational deficits? If the Washington trouble is merely symptomatic of a larger problem, we must ask: Is there a future for mass transportation? If so, what will it look like and can it be managed at all?

A detailed study of these problems, made recently by the international consulting firm of Cresap, McCormick and Paget, Inc., of New York City, supplies a few answers. This firm, which conducted a six-month study of WAMTA, also has delved into San Francisco's BART and the vast bus system of Southern California Rapid Transit District. The same firm is now studying the Atlanta rapid transit system that is building its own Metro.

CMP is convinced that mass transportation has a future, and doesn'texpect public ownership of these systems to disappear. There is simply no alternative to some kind of mass transportation, the firm contends.

What that future will look like is less clear. "One thing is certain," says James Buttimer, vice president and manager of CMP's Washington office, "costs are rapidly getting out of control." That is no news to us. Buttimer continues: "Local governments have often been inclined to undertake whatever the Federal Government will pay for, and Washington has offered to pay for a lot over the past decade."

What is happening is that cities which originally planned to ask Uncle Sam to pay only for capital construction costs now need assistance to cover operating deficits. As a result, Buttimer and his colleagues see the future for new construction of large-scale rapid rail systems as questionable at best.

One alternative—a workable one, they believe—is to shift emphasis back to what is termed "light rail" construction, meaning trolley cars as well as buses. Yes, trolley cars. These systems are easier and cheaper to build, operate, and manage. Furthermore, they can and do move large numbers of people with a minimum of difficulty. In some cities, remnants of old trolley systems have been left intact. There is now a growing demand for such systems.

However, the area of management techniques holds the key to the future of all mass transportation systems. The future will depend large on management's ability to control costs, maintain reasonably good service, and operate effectively, even with uncontrollable external conditions such as inflation and high costs.

Among the management problems CMP sees are conflicting objectives, dual missions, poor scheduling, poor maintenance and facilities, inadequate planning procedures, inaccurate budgets, ineffective organization structures with unclear lines of responsibility, and lack of accountability. Not to mention an absence of understanding of the role of mass transit, of the wants and needs of the con-

Toronto Transportation Commission's Peter Witt trolley 2894. The vintage car runs as a tour tram on a loop in downtown Toronto to provide an unusual view of the city. Built in the 1920s, the trolley was forerunner of today's modern rapid transit. Some cities in U.S. still have trolley operations.

Photo by Barbara Shana, collection of Marc S. Balkin

suming public, and who should finance mass transit.

Even granting the effects of inflation and the Arab embargo on the capital and operating budgets of the systems studied, at least some of the deficits could have been lower. The systems themselves could have been run more efficiently. In short, what the consultants point out is that urban transit systems themselves are responsible for some of the problems.

For example, some systems continue to operate under key financial assumptions, such as construction cost estimates, made years ago; assumptions that were long since outdated by changing circumstances, but were not revised.

The firm advises management to formulate flexible plans based on differing economic, social, and political scenarios and to look five years into the future. CMP advocates quarterly or even monthly budgets for managing transit systems. Only in this way can managers see how much the system will and does cost and what can realistically be afforded.

Conflicting objectives were found to hinder effective operation. For example, attempts to offer better service at lower fares and to build a rapid rail system while running a bus operation.

But perhaps even more basic is the availability of enough qualified people to manage public transportation. Too many officials have, in fact, little real experience in managing transportation. Some are political appointees. Others have come up from the ranks as motormen or drivers.

CMP expects there will be a continued public takeover of private transportation companies and that governments will still play a key role in mass transit, especially since governments will, in all likelihood, pay for the systems. But it still believes there are ways to improve the management of these systems. For example, in Toronto, two managers, one to oversee operations and the other to coördinate new construction, work side by side. These professional men are not permitted to hold public office, which, in effect, frees them from much political pressure.

Chicago Transit Authority's first towerwoman, Mrs. Ivory D. Graham, pulls switch lever at Wilson Tower.

ABILITY of the Toronto Transit Commission to continue expanding its rapid transit services is questioned by John Kruger, Metro's chief administrative officer. The Commission's operating deficit in 1971 was $3 million. This year it is expected to pass $40 billion. As a result, Mr. Kruger proposes that no new TTC construction should be approved without knowing the potential operating costs.

He says the Spadina subway will operate at a deficit and no one knows what deficit a proposed high-speed street-car service to the Scarborough Town Centre would have. New street-car transit lines are planned by the TTC for the Eglinton Avenue and Queen Street routes.

OUR April department noted the elevation of George Krambles to the post of general manager of the Chicago Transit Authority. Since then, another of our long-time traction friends, Harold H. Geissenheimer, has been appointed to manager of the General Operations Division of CTA, replacing Mr. Krambles, who was elevated to the top spot.

Geissenheimer, age 48, had been involved in transit operations in the area of Pittsburgh, Pa., for more than 26 years. For three years he was director of transit operations for the Port Authority of Allegheny County. He graduated from New York University in 1949 with a degree in transportation and management. At that time we first became acquainted with him. Harold was then a member of the Electric Railroaders Association in New York City and editor of its monthly bulletin, *Headlights.*

WHAT rational purpose can there be in tearing down an operating elevated railway line *before* the subway that will replace it is built?

That question is asked of New York authorities by the Committee for Better Transit, Inc., P.O. Box 3106, Long Island City, N.Y. 11103.

CBT sent Mayor Beame a letter which said:

"We urge you to reconsider your decision to allow the demolition of the outer section of the Jamaica Avenue El in the near future, several years in advance of the completion of the replacement Archer Avenue subway.

"Committee for Better Transit feels, for transportation and environmental reasons, that the removal of the Jamaica El must await its replacement with something better. To meet clean air requirements and the need for energy conservation, we must get people out of their cars and on to mass transit.

"Anything that makes the mass transit system less effective at this critical point in time will do the opposite and must be avoided. Buses will be slower, less dependable, more polluting, more congesting and less able to attract riders than the el.

"Traffic congestion on Jamaica Avenue, worsened by the buses replacing the section of the el in the Jamaica business district, will be a blight to the neighborhood and not conducive to its economic development."

SEPTA unloads ex-Toronto car 4750 from PC's West Philadelphia yard for transfer to Callowhill on March 23, '76, as "cowboy" looks on. Car was first of several from TCC to replace those lost in '75 fire.

C. Bode, Box 17027, Phila. Pa. 19105

Scene in Little Old New York showing trolleys and an earlier Fifth Ave. Hotel. Anyone know location?

Collection of Stephen D. Maguire

CRITICISM of the Urban Mass Transportation Administration for giving millions of dollars to New York City for new subway cars without requiring proof of reliability has been made by the General Accounting Office. In the GAO report to Congress, Controller General Elmer Staats said the new R-44 and R-46 subway cars bought by the city broke down twice as frequently and were out of service for longer periods than 40-year old cars they were designed to replace.

The GAO also said records show that TA officials knew of structural

Honor of being one of very few trolley lines in world to carry Roman numerals on cars belongs to Postlingbergbahn in Linz, Austria, as seen on 4-wheelers in July 27, 1974.

Andrew Wittenborn, 152 Mountain Rd., Pleasantville, N.Y. 10570

Dan Fink, 24 Seneca Ave., Genesco, N.Y. 14454

Elderly Scranton Transit snow-sweeper at East Broad Top Railways to Yesterday during winter spectacular on Feb. 15, '75, at Orbisonia, Pa. Four-wheeled 107 was built some 60 years ago by the master mechanic of the Chicago & Joliet Electric Ry. The car came to Scranton about 1929, or '30, and was in service until operations ended on Dec. 18, '54. It arrived at Shade Gap Electric Ry. in 1973.

defects on the cars but "told us that cars were structurally sound after certain modifications." The GAO report also criticized UMTA for giving the TA funds for automatic control equipment that was not planned for use within the life of the cars. (Automatic train control equipment will be installed on new lines, but the IND which will get 75% of the cars will not have it until the year 2020 when the cars would be more than 40 years old.)"

This news comes from *Notes from Underground,* publication of the Committee for Better Transit, P.O. Box 3106, Long Island City, N.Y. 11103.

IF YOU ARE A RAT, we advise you not to ride New York subway trains. Nervous rodents who travel this way are more likely to die prematurely than those who hoof it. So says a team of doctors working in the laboratories for Therapeutic Research at the Brooklyn College of Pharmacy at Long Island University.

Drs. Arthur M. Sackler and A. Stanley Weltman announced the results of an almost year-long study on the effect of simulated subway conditions on rats. They crowded a pack of rats into vibrating cages and played a tape recording of subway noises at what they called "realistic sound levels." A second group of rodents was not exposed to the subway conditions, but otherwise were physically treated the same as the straphanger pack.

The doctors found that four out of 25 harried subway rats died within four months of the experiment. None of those in the second group died within the same period. So, the scientists concluded that "simulated subway stress causes premature death among the hypersensitive rats."

The doctors think there is a possibility that humans face the same risk of decreased lifespan if they ride the subways. Other experiments have shown that people exposed to loud noises such as subway din, blasting, etc., over a period of years suffer a serious impairment of their hearing.

LOW BIDDER for 100 rapid transit cars for Atlanta's MARTA was Societe Franco-Belge de Material de Chemins dũ Fer, with headquarters in Paris, France. Cost will be about $57 milllion. The cars will be the Garrett Corporation's fully-regenerative, solid-state, chopper propulsion system—the first such to be specified and purchased by a U.S. transit property.

The regenerative feature is designed to save electricity by recovering a substantial portion of the energy contained in a speeding transit car braked to a halt. This normally-wasted energy is converted to electrical power and returned to the power grid, where other cars use it.

Regeneration could save as much as 30 percent of the total electrical power used in propelling a fleet of transit cars. The Garrett propulsion system includes separately-excited DC traction motors and chopper controls for greater reliability, higher efficiency, and a smoother ride.

CONTINUE sending transit news to Steve Maguire, P.O. Box 51, Belmar, N.J. 07719.

Buckingham Trolley Museum 26, ex-Phila. Suburban Trans., near New Hope, Pa.
Bruce Russell, 33 Lorraine St., Glen Ridge, N.J. 07028

New Electric Publications

MULE TO MARTA (Vol. 1), by Jean Martin, 112 pages 8½x11″, is available from Mrs. Grace Sherry, Atlanta Historical Society, P.O. Box 12423, Atlanta, Ga. 30305. This book has one of the most obscure titles we have yet seen. It tells the story of street transportation in Atlanta from the days of mule cars to rapid transit system now being built by MARTA, the Metropolitan Atlanta Rapid Transit Authority.

Volume 1 chronicles the first horse (or mule) cars of 1871, the days when the city had 14 separate companies, the first electrification in 1889, and the merger in 1902 of the separate lines into the Georgia Railway & Electric Co. The author has uncovered much early history and several very old photographs and track maps.

Volume 2 will be published later this year, carrying the story from 1902 to the end of the trolleys and the beginning of MARTA rapid transit.

The Winter 1976 issue of *Shoreliner,* quarterly publication of the New Haven Railroad Technical Information Assn., contains a 10-page story of the Providence, Warren & Bristol branch of the New Haven line, one of the early experimental d.c. electrifications. This one ran between Providence and Bristol, R.I., and Fall River, Mass., from 1900 until it ended in the early 1930s. Good photos of this line have always been hard to find. However, some were located by the author, Walter Mitchell, in the collection of the late Leroy O. King, Sr., and appear in the Shoreliner. Also included is a roster Annual subscription to the *Shoreliner* is $3 from Gordon Q. Cochrane, Jr., 256 Central St., Foxboro, Mass. 02035. We do not know the price of single issues.

***STREET CARS OF BOSTON, Vol. 4, Type 4 Semi-Convertibles and Trailers,* by O.R. Cummings, 68 pages, 8½x11″, with stapled soft covers. Available at $5 from Harold E. Cox, 80 Virginia Ter., Forty Fort, Pa. 18704. Here is a complete coverage of a single class of BERY trolleys. Laconia built 275 motor cars and 225 trailers of this large class, beginning in 1911. The motor cars remained in service until 1952. Photo coverage extends from the early years to the end of these cars. The book also supplies a roster and an excellent track map, dated 1925. Four pages are devoted to 49 semi-convertibles obtained from the Chelsea Division of Eastern Mass. Street Ry. when BERY bought it in 1936.**

***LIVERPOOL TRANSPORT, Vol. 1 (1830-1900),* by J.B. Horne and T.B. Maund, 153 pages, 8½x11″, with hard covers. Price is 6.25 pounds in British currency, from Publications Officer, LRTL, 13a The Precinct, Broxbourne, Herts. ENlo 7Hy, England.**

The authors have assembled a much historical data, including photos, sketches, and reproductions from the earliest days of Liverpool transport. These include the monobuses that began in 1830, the horsecars dating back to 1859, and the early trams. Well-preserved old photos show them in this, the first of a 3-volume set on the subject. •

Starting next month: Complete Penn Central loco roster compiled by Sy Reich

Union Pacific Historical Museum

"Man, look at that tommyhawk!" Those words from a freckle-faced kid with his nose pressed against a glass display case seem to typify the appeal of Union Pacific Railroad's Historical Museum in mid-America. Here are no smoothly-made replicas of the things of which our Western history was made; these are all the real McCoy, from the everyday items used in the homes and farms and on the trail to the Indian clothing and weapons and the guns of notorious desperadoes and famous law men. The museum had its start in 1921. Carl R. Gray, the road's head, decided to start a museum when a set of silver-plated hollow ware was identified as being from the private car of Abraham Lincoln that UP had acquired in 1866. Also of rail interest are surveying instruments, historic spikes, train tickets, telegraph keys, among many other items. The museum is on the first floor of UP headquarters at 1416 Dodge St., in Omaha, Nebr.

Mrs. Frances C. Peterson, museum's director, explains exhibits to children

All photographs from Union Pacific Railroad

Part of the Old West comes alive in this area of the museum with long-barreled rifles and pack saddles.

Rail exhibit area highlighted by Lincoln's private car silverware and events of 1869.

Interesting Railfan Number 163

ROGER S. PLUMMER

by FREEMAN HUBBARD

Roger S. Plummer driving Cotton Belt K-1, Sulphur Springs, Texas, in '47.

WHEN A MAN assembles an impressive collection of railroadiana, as Roger S. Plummer did, and turns his home into a free museum to share it with the public, and we learn about it, he automatically becomes one of our *Interesting Railfans*.

If you ever happen to be in the East Texas town of Sulphur Springs, walk along North Davis street until you come to 1020, a white bungalow with a locomotive bell and a railroad crossing sign displayed in the yard. That's where Roger lives. Nearly 3000 tourists, school kids, and rail buffs have found their way there. Roger likes to escort them through it, tell stories about the old days or railroading, and serve light refreshments. Today, however, advancing years and poor health have slowed him down somewhat, and his wife is hospitalized.

Roger has ridden, on permits, in about seventy engine cabs and has handled the throttle on most of them. He was forty years old when he ran his first locomotive. Since then, besides driving locomotives, he has furnished photographs to many national magazines, hardcover books, and railroad public relations men. Altogether, he has made over 20,000 black-and-white photos and at least 5,000 in color. Those displayed in his home are thumb-tacked to the walls. Every few months he pulls them down and puts up a new group. One hardware exhibit is a miniature Big Boy with a string of cars; you can activate it by pressing a button.

Born July 2, 1899, in Portland, Ore., Roger was the son of a cattle baron who was a director of the Great Northern Railway. After serving in the Army Air Corps during World War I, he married Miss Ruth Barlow, sister of a famous musical conductor. The only real railroad he ever worked for was the GN as an electrical engineer for about a year at the Cascade Tunnel in the State of Washington.

"I helped them to ram through and electrify this tunnel," he said. "Eight miles of single track and, I believe, the second longest tunnel in the world. We electrified it because it was too long for the poisonous exhaust of oilburners."

"What did you do when trains got stuck in it by power failure?" he was asked.

"That happened quite often. Oil-burning steam engines hauled them out of the nearest end, Wenatchee or Everett."

"How long did the project last?"

"It took about four years to build the tunnel. The electrification took 18 months. It came after they had driven the bore and got the tracks in. We went through there with a 1,200-volt primary line. In other words, we used 1,200 volts to energize the motors on the electric locomotives."

THIS DIALOGUE is adapted from a long interview with Roger Plummer that Corrinne E. Crow taped in his home for the Oral History Project of East Texas State University of Commerce, Texas. She got around to the subject of operating steam locomotives.

"No, honey," he said, "every engineer pulls his throttle back to a little different part of the yoke. A yoke comes out like that with a lot of notches in it. One engineer might pull it back just a fourth of the way and leave his valves down in the corner. You don't know what the corner means, but the engineers do. That means a wide-open valve, so it doesn't take much steam. Take Barry Fain, one of the best passenger engineers on the Cotton Belt. He'd work a heavy throttle and keep her hooked up tight. He'd go into a station and make an air application and just *chug, chug, chug* until the engine finally got stopped."

"So every steam engineer drove a bit differently?"

"Yeah. When I made runs on engines, I'd try to drive and hook her up just like they did. That means I had seventy different engineers baby-sitting for me. The engineer sits back on the tender. He's letting you run her. He says, 'You take her now.' But you damn well better hook her up just the way he did, or he's going to be unhappy."

"When did you drive your last locomotive?" Corrinne asked.

"In 1959," he replied. "It was a diesel pulling a Texas & Pacific train, *The Eagle*, from El Paso to Fort Worth."

Roger was glad when the engineers let him handle the throttle.

"My biggest thrill," he said, "was driving a 'Big Boy' over Sherman Hill, the Union Pacific's highest grade, 8,000 feet. The ruling grade there may well be the stiffest on any mainline in the United States. I'm talking about ruling grade, how much increase per 100 feet. So the 'Big Boy' was the answer to the UP's problem of how to get heavy trains over the top."

With regard to getting over

Naples hill on the Cotton Belt line in Texas, he said: "If you run too deep a water in the boiler, your steam is saturated, so wet, that you don't get the power. So you try to keep it as low as you can and still protect the boiler from blowing up."

Part of Roger Plummer's collection of railroadiana in his museum-home at Sulphur Springs. You can't miss Roger's white bungelow with many rail items in the yard.

BACK in the Depression years of the early 1930's, leading businessmen of Sulphur Springs faced the fact that their town and county were slipping. They decided to get into dairying at once and in a big way to save the situation. In order to induce farmers to buy cows they needed a milk plant. And in order to get a milk plant they had to acquire cows. This is like the old gag of which comes first the chicken or the egg.

And that's where Roger Plummer came in. He spent 42 years with the Carnation Milk Company, first in the states of Washington and Colorado and then, from 1935 until he retired in 1963, as regional manager in charge of all the company's plants in Texas. He went to Sulphur Springs and has lived there ever since. First he built a Carnation plant. Then he led an educational campaign to persuade the local farmers to buy good cows, working closely with William A. Wilson. Later, our *Interesting Railfan's* son, Roger Jr., married Wilson's son Mildred.

Our hero was, you might say, president of a railroad line, the Carnation Belt, Sulphur Bluff & Pacific, which was really an 1100-foot spur of the Cotton Belt that ran to the Carnation plant. Carnation Milk Co. owned the railroad.

"I issued passes on this line to presidents of major railroads all over the United States," Roger Sr. chuckled as he told Corinne. "Many of them went along with the spoof. They sent me pictures of trains on their own roads and autographed portraits of themselves. These mementos are displayed in my home. And the passes they sent allowed me to ride engine cabs on seventy roads, including the National of Mexico, at no cost."

M.D. Monaghan, curator of the Southwest Historical Society, Box 609, Garland, Texas 75040, writes: "Mr. Plummer is a warm and cordial man. He is thoroughly oriented to the Cotton Belt, which switches the Sulphur Springs milk plant. His file of railroad photos of the Southwest is probably the largest in the country. Many shots from his collection have appeared in the SRHS publication, *Clearance Card*."

ACCORDING to Wayne Brown, feature cameraman for TV station KXAS-NBC, Box 1780, Fort Worth, the Plummer collection of rail lore will be given to the SRHS. "This should ensure its availability for many generations to come. In addition to his photos and hardware, he has a vast library of books and technical papers that will increase in value as the steam age fades further into the past."

Wayne filmed a television feature on the *Interesting Railfan* and his museum.

"Visiting Plummer's museum home," writes Carlton Stowers in *Scene,* the *Dallas Morning News* Sunday magazine, one gets the feeling he has purchased a ticket and is journeying into the past. There is an 1870 vintage clock from a private rail car once owned by Jay Gould, a leatherbound chair from the private business car of William Jeffers, Union Pacific president from 1937 to 1946. On a wall hangs a poster dated 1869, heralding the "Grand Opening of Union Pacific's Platte Valley Route—Omaha to San Francisco in Less Than Four Days Avoiding the Dangers of the Sea."

"Other unique items include dining-car silverware used in 1900, some 1870 coach lamps, a padlock from an 1885 Wells Fargo strongox, a variety of boxcar insignia, a ticket punch that conductors used in the 1890s, locomotive air brakes controls from the same period, scale models of numerous locomotives and a still-operable telegraph transmitter, vintage of 1869. Even in the bathroom, a sign on the wall urges vistors to "Kindly Flush Toilet After Each Use Except When Train is Standing in Station."

Why did he start his museum? Roger answers this by saying: "It seemed that the more items I collected, the more people expressed interest in seeing what I had. The thought occurred to me, then, that it might be a good idea to open a free museum of sorts. After thinking about it a while, I decided to just do it. It sounded like fun. People are just in too big a hurry to ride a train these days. There are a lot of people who will never know what they've missed."

Unless, that is, they take time to visit Roger Plummer and his railroad museum. There the passenger train with all its romance and leisure still runs daily. Our *Interesting Railfan* has his collection of photo negatives and other railroadiana insured for $30.000. •

PHOTOGRAPHS OF THE MONTH

"Everyone's dream girl" arrives at CNR station at London, Ont., July 19, '74, aboard Sarnia-bound train.

John Uckley, 414 W. 4th St., Monroe, Mich. 48161

It's no Maypole stunt. Cable on sand-chute pipe had snapped and this is how one man tried to put a new cable through pulley while two railroaders held ladder anchored in Wabash C-3 tender in summer of '49.

Photograph by Philip Short

Italian State Railways 2-8-0 No. 246, class 740, highballing a freight train over the line between Pavia and Cremona, northern Italy, in early '76.

Mario Balma, Corso Aurelio Saffi, 1A/14 16128, Genoa, Italy

"Fares, please!" Routine scene on one of 15 doubledecker coaches that joined the Southern Pacific's Peninsula commute fleet in 1968.

Complete breakfasts, including buttermilk pancakes, pork sausage, and chilled fruit juices, are features of CN's new Tempoclub service in southwestern Ontario. Cars, offering "at the seat" service, also include hot entrees.

Canadian National photograph

English electric 87 005 bursts out of south portal of Kilsby Tunnel with long train on April 19, 1975.

P. Grand, 17, Everest Rd., Rugby, Warks, England CV22 6EX

Bridon American Corp., Exeter, Pa.

Two new 5,100-foot wire-rope cables have been installed by Chattanooga's Lookout Mountain Incline Railway for the operation of two 40-passenger cable cars. The cables are made of improved plow steel and are 1¼ in. in diameter. They will carry more than 10 times maximum load of cable cars at 7½ tons apiece.

Steve Rocco, 501 Suffolk Drive, Ky. 42301

With a rare ex-Monon EMD BL-2 on the head end, an excursion train sponsored by the Kentucky Railway Museum knifes through a cold rain at Maceo, Ky., on April 25, 1976. About 600 railfans were aboard when the train, consisting of ex-L&N, Milwaukee, U.S. Army, and Southern cars, left Louisville's Union Station for Glenmore distillery at Owensboro, over tracks seldom used by passenger trains.

Robert W. Streich, 679 Saginaw Ave., Calumet City, Ill. 60409

(Bottom left) Connie Miller, an employee of North American Car Corp., copies some information from microfilm viewer at the Chicago office. (Bottom right) Each of those envelopes represents a freight car somewhere in the United States. When industrial plant uses a car various car data is filed.

Denver, Leadville & Gunnison No. 109 on high bridge of Georgetown Loop in Colorado in 1895. The 109, built by Cooke in February 1884, was formerly Denver, South Park & Pacific 39, and became No. 4 of Colorado & Southern. She weighed 58,300 lbs., and 15x18″ cylinders, 40″ drivers, and scrapped in '34.

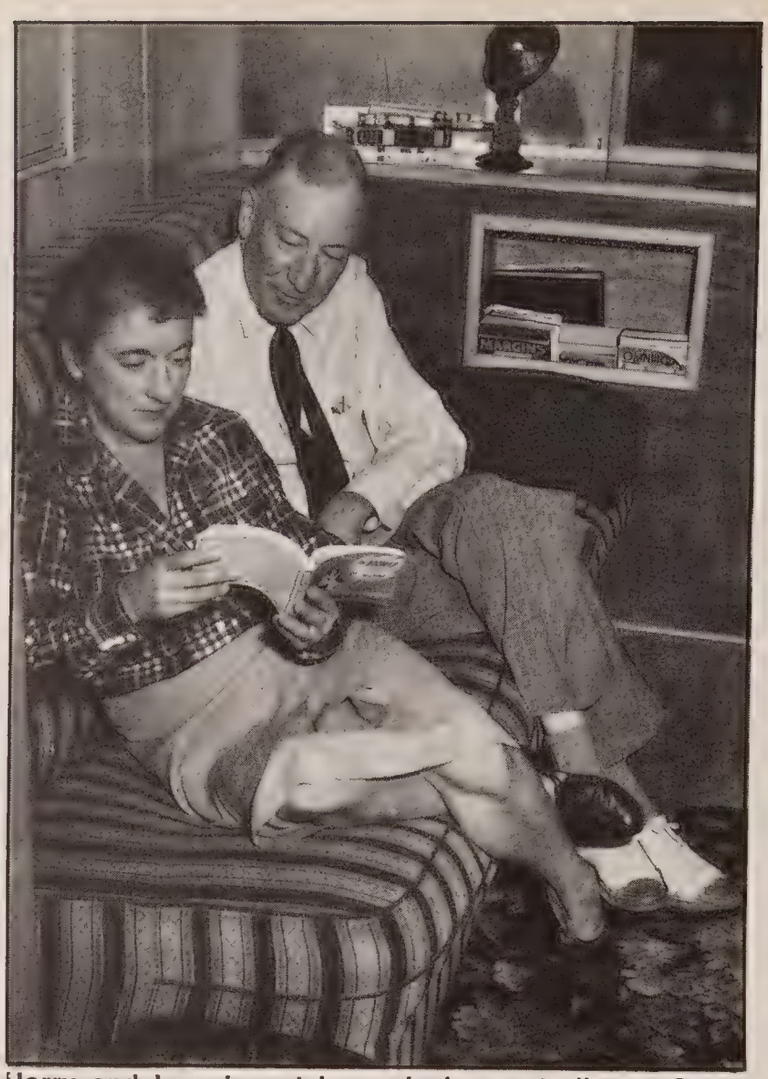
W. A. Anderson collection

One of 492 cars Budd is building for Amtrak under $192 total car contract for passenger service in U.S.

Avalanche Warning

by Harry Bedwell

This was the last story turned out by Harry Bedwell, boomer telegrapher, train dispatcher, a great fiction writer, and author of one book, *The Boomer,* now out of print. *Avalanche Warning* first appeared in *The Saturday Evening Post*. Our version is slightly condensed. *The Post* released to Harry the reprint rights to his stories. He died Oct. 4, 1955, while pounding brass for the Southern Pacific. His widow, the late Lorraine Bedwell, granted us reprint rights.



Harry and Lorraine at home in house trailer at Santa Susanna, Calif., look at paperback edition of *The Boomer.*

THE gathering storm afflicted the old-timers' frostbites. Weather-wise, the telegraph operators in their lonely stations all across the high divide watched it blacken behind the peaks and flashed the growing symptoms to headquarters.

Clinker Ward, the trainmaster, read them with a worried eye. When the signs foretold a blizzard, he put on his overcoat and started out to alert his snow-fighting equipment. As he reached the door, it opened in his face.

In came Miss Selby, followed by Latimer. The trainmaster could have been legally prosecuted for what he thought of them both. Miss Selby had a pinched look of moral triumph, and Clinker braced himself for the encounter.

"The superintendent," she said acidly, "has instructed Mr. Latimer to take your place while you are in the hospital."

"Hospital!" the Clinker snorted. "Who says I'm going to the hospital?"

"The chief surgeon has ordered it," Miss Selby replied.

The Clinker resented the regular physical examinations that the Monte Railroad scheduled for all employees. And now the medicos claimed they had found something suspicious in his internal economy and had ordered further tests. He ignored them. To hell with the sawbones! Storms were on the loose, and he had to keep the railroad operating. In the dark recesses of his mind, Clinker Ward surmised that Miss Selby had connived with the doctors and Latimer to lay him up.

"The pitcher goes once too often to the well," she stated. "Men do wear out."

She had been working too long in the superintendent's office. Grimly efficient, she had gradually added to her other duties that of bird dog and private investigator. Any incongruity in crew men's reports of accidents and failures out on the line she marked for the super's attention.

LATIMER claimed to be a boomer, a high roller from the four-track lines. He could talk a tall job of railroading, but was too starched and superior for a lighthearted drifter. He felt contempt for the little old Monte, with its single track winding among the crags, and his scorn extended to the smoke-cured denizens who ran her.

He had figured out Miss Selby and moved in. Deferential and agreeable, prompt to comply, he was soon promoted to conductor. Now, with the Clinker called in for repairs, the lady had maneuvered Latimer into the job of acting trainmaster. He had convinced her that he was good.

Clinker Ward turned a weather eye on Latimer. The slick boomer had more in his mind than this temporary post. He'd crowd in and make a stab at a permanent appointment. And he'd pay off the grudges he'd already whipped up. He'd have an edge now in his feud with Double-Drop Brill, the snowplow train's skipper. But the Clinker put that worry far down on the list.

He beckoned to Latimer and together they crossed the yard. The plow train was made up on the ready track, where the idle crews drew pay

in the comfort of a snug caboose till the storms came. They were playing poker. All turned as the door opened on the biting cold.

Around the table sat Newbamer, the rear brakeman, ramshackle and sure-footed, who was ready to follow Double-Drop Brill to the gates of hell. McRae, the engineer, gaunt as a ladder, big-boned, his serene eyes far back under sagacious brows. Eggert, the fireman, waspish and easily kindled, with a perpetual one-eyed squint, and a lump of eating tobacco in one black jaw. And the skipper himself, Double-Drop Brill, who had often clashed with the Clinker.

"I got to go to the hospital," Clinker blurted. "The sawbones says so."

THEY RECEIVED the news with startled disbelief. Up there where the snow sometimes piles to the height of the telegraph poles and death rides the frigid winds, the Clinker was regarded as indestructible. The bottom'd drop out of the Monte and they'd drain down the gulch. Hell a mile! The storms would get lonesome romping among the pinnacles without their old playmate. The winds would moan and howl their grief.

"Look!" Brill pleaded. "Are you sure the medicine men got the right guy?"

The Clinker waved him down. "I'll be back," he growled.

Brill gave him an oblique glance. When you have engaged off and on hostilities with a man for a quarter-century, he becomes a habit. The Clinker was an autocrat, bullheaded and bellicose, but he'd bossed the Monte trains since they'd laid the first twenty miles of steel, and he knew how to make it stick.

Brill remembered times when the Clinker had doggedly stood between his men and the brass collars straddling their swivel chairs, out of the East and not knowing about a country that was mostly scant roadbed and straight up. Brill recalled desperate seasons when the Clinker had driven them to the edge of mutiny with the lash of his tongue, sixty hours straight away, fighting to open the line. But you can't run a headlong outfit made of rawhile and gunpowder with taffy words. And he was as square as a church.

"Meanwhile," Clinker Ward said, jerking his head, "the boomer here's taking over in my place."

They eyed Latimer. This boomer, they sensed, hoped to cut the Clinker's throat. He'd slyly encourage Miss Selby to have the old trainmaster eased out of service for keeps. Then they'd be stuck with a four-track pilgrim who played a woman for his pull.

"If the boomer can't find his way about," Brill said with a wire twang, "some old-timers will show him."

Departing, the Clinker slammed the door and rocked the caboose while going down the steps. The job was in Latimer's lap.

You could hear the soft lick of flames in the stove. The crew watched Brill, as they always did when a tight move was coming up.

Latimer took over. "I'll find my way around without the help of the homesteaders, Double-Drop," he said. "I've workd the pikes that really move the merchandise."

He paused, then added briskly, "That storm's moving in. I'll ride Number Seven to the other side and check on the equipment."

HE STRODE toward the door; then halted near the youngster of the crew, who was stretched on a cushioned bench, reading a tattered book. Gene Houghton, the head brakeman, had a yellow cowlick and amiable eyes, and was so quiet that people seldom noticed him.

"That boy is too young and inexperienced to work the plow train," Latimer said sharply. "I'll send you another brakeman."

Young Gene grinned up at him cheerfully, but Brill said: "He was on the crew when we won the job from you."

"For just one trip," Latimer flung back at him.

"The one we took you on," Brill said softly. "We got him then because you tried to have him fired. He turned out to be a top car hand."

"Top?" Latimer sneered. "Because he verified your story of what happened on that last run?"

Brill's voice tightened. "Look, boomer. Let's put 'em out on the table where everybody can see the hands. The kid hung one on your chin when you called him a son of a bitch. You'll ride him out of service for that if you can. But right now he stays on the plow train as long as I'm the skipper."

Latimer's voice went up. "Somebody tripped me when he swung on me. Then the Clinker stopped the fight."

"You're liable to stumble again, boomer," Brill warned.

"Not any more," Latimer said. "It's different now. The kid goes."

The storm raided in at dark, snow squally and a blustery gale, but it drew away before morning, sucked through the saddlebacks by a powerful back draft. The pale sun came up and no wind.

The plow train moved out like a furious dark worm, cutting a pathway through the drifts and flanging out the rails. Its rotary wheel tossed trailing plumes across the slopes, and the echoes of the blasting stack spilled over the high sky line.

They were far down the gorge on the other side when the storm turned back, screaming across the towering jawbone, lashing down the slopes. They drove on blindly through the shrieking smother to Marble Gate in the lower levels and tied up to wait it out.

This was the blizzard, full force. The wind packed the snow on walls and ridges and trampled it deep in the passes. All trains on the mountain moved in a hurry or were trapped. The Monte rolled to a standstill.

The next daylight struggled through and broke it up. The blizzard roared eastward across a thousand miles of prairie. Granite ribs showed through the rumpled fields of white. The wind-whipped trees made dark markers on the slopes. The smoky sky hung low.

A wedge plow blasted through the drifts from below, clearing the way for reserves coming up to join them. Latimer brought another locomotive, a Twelve-wheeler, also a cook car, a tool car, and an old coach filled with the track gang. They plowed and shoveled out the wye track and turned the rotary and McRae's engine, pointing them back toward the choked grades. They make up the train with McRae's engine first behind the plow and the Twelve-wheeler just behind.

"Ever fight snow in high country?" Brill asked Latimer.

"Snow is snow everywhere."

"You just think so."

A dead world, buried deep, and the silence so brittle that it shattered like glass when the engines took up their slow tramp. The two columns of smoke climbed into the lifeless sky and bent over, trailing along.

From the cupola of their caboose, Brill and Newbamer watched their stub train worm through the deep path, and the rotary sliced out along

the ridges. Two weathered old mountain runners, competent in their trade, they knew what lay ahead in the gorges and canyons.

LATIMER rode the rotary. Now, as always, he was driven by restless urge for distinction, but he remembered that he had failed twice when they had promoted him out of the ranks back there on the four tracks. He tried too hard, tampered with a good job well done. But he told himself that he could do all right out here on this short line, where men held quietly to the slow channel of seniority and weren't smart enough to take sly advantage of the breaks.

In the cab of McRae's engine, young Gene Houghton amused himself by feeling sorry for the poor unfortunates who chose desk jobs by the fire, down there in the bleak prairies where he came from. These heights made his spirits soar. The smell of bitter coal smoke was enthralling.

He admired the ease with which Eggert, the ashcat, stoked the fire, and his accuracy when he spat a stream of amber tobacco juice into the flames.

"Gene," said Eggert, "she looks like a long, hard winter, and I wonder what's become of my summer wages."

Eggert shaded the fire-box doorway with his shovel and inspected his fire with his one-eyed squint. He'd shovel fifteen, maybe twenty tons before they broke through on the other side. Rubbing the firelight out of his eyes, he gave Gene a wolfish grin.

"Easy come, easy go!" he howled above the noise in the cab.

Gene's highest esteem went to McRae for the way he prevailed upon the roaring engine to exert her last horse-power when needed. He'd ease against a drift that bulked above the rotary, gently moving in until the snow clogged the spinning wheel. Then, signaling with his whistle, he'd back out. When the rotary shot forth the accumulated overload, he eased in again and again till they had chewed the drift down and blown it far to the side.

"Quit stalling," Latimer said briskly. "Go ahead; plow through it."

The hogger listened placidly to the quarrel that flared up between Latimer and old Double-Drop Bill. Refusing to allow the train to be moved, Brill said they'd have to call out the track gang and shovel the pack down so the rotary wheel would clear. And that they did eventually.

At midday, in the gorge, they came to a small slide that had dropped from the abrupt walls. Not bothering to argue, Brill told Latimer what had to be done. Latimer ordered McRae to take an easy try at it anyway. Standing in the gang-way, the engineer shook his head.

"It will be the way Double-Drop says," he said pleasantly.

This was insurbordination, no matter how you worded it, and Latimer said so. He delayed the hot noon meal while the gang prodded the slide with long poles, probing for rocks and tree trunks that would have ripped the blades from the wheel. One by one, they dug them out as they found them—a cold job for hungry men.

It was slow, hard slugging, and Latimer's voice got noticeably hoarser from barking at the track gang. They were dark-skinned immigrants from the southlands of Europe, bundled in nondescript old garments, shivering and floundering, terrified by the dreadful cold and overpowered by this chaotic land. They didn't know the language, but they caught the significance of Latimer's rage at their ineptness.

Once, his fury mounting, he pulled a man out of a drift and began to muss him up, but Brill stepped in quickly.

"You can't move snow with a punch on the nose," he said.

Latimer wrenched his arm free of Brill's grip. "So it isn't the way the Clinker would do the job? I warned you it goes like I say while I'm running it! I'll be glad to report this stalling to the superintendent when we get in. He'll want to know about it."

"Look, boomer,"Brill said quietly. "It's like I said before. We're both big boys now."

Elder Creek and Aspen Springs showed nothing above the snow but smoking chimneys and the station semaphores. They took on coal at Shadow Rock. The water tank was frozen, so the track gang filled the tender tanks with snow to be melted by the steam pipes that lined them.

As they started up again, they jerked a drawbar out of the front end of the coach. With the coupling gone, they had to plow out a siding and switch the coach to the hind end of the train and chain it to the caboose.

THE OPERATOR on duty, with his muffled head showing above the top of the path he'd shoveled from his station door, gave them the last report he'd had—that another storm or tail end of the first one was moving in. But the wires were down and he had no news about how things were along the line.

They climbed on through the relentless cold. The smoky sun dipped to the old Dragoon, hunched far back against the lifeless sky. The Red Pinnacle waited for them in the creeping gray light, cliffs and ridges and long slopes, and a soaring spire, serene and terrible, thrust up above the ice-bound Yellow Jacket.

For years on end, the Red Pinnacle had slumbered through the winters under accumulated snows, and emerged peacefully in the spring, painted with the colors of wildflowers and the dark green of gnarled trees. Then came a season when it made a joke of the Monte Railroad, dropping slides with the roll of thunder, blocking the line with snow packed like concrete and laced with boulders and twisted trees that had to be dynamited and dug out. And always it was a threat to men and equipment.

The Clinker was the only one who could cope with the Red Pinnacle. He could read the conditions up there as if they were printed for him, determine the depth and quality of the snow at a glance, and the way it had drifted and caught against ledges and on the slopes. He knew when a slide was in the making. They had always left it to him to keep them out of trouble with the Red Pinnacle. But they didn't know how he did it.

Brill asked: "How deep is it up there, Mac?"

McRae measured the snow in the cut with his eye, and was scrutinizing the slopes when Latimer barked: "Can't you men make up your minds about anything? This railroad is standing still!"

"It will run twenty feet, and better," McRae estimated.

"What are you talking about?" Latimer demanded.

"Giving Red P a chance to show his hand," Brill said. "He's a devil."

"Not so loud!" McRae cautioned. "He'll hear you."

Latimer looked them up and down with contempt. These old mountain runners, long in this high isolation, and absorbed the superstitions of the aborigines.

"You scare easy!" he sneered.

"As you say," Brill nodded. "The Red P scares hell out of me."

"Quit talking like cackling old hens," Latimer ordered, "and let's move on."

"Your railroad," Brill said, "will stand still for a long while if the Red P drops a good one. A slide can bury a whole train. Or sweep it over a precipice, and they won't find the remains till the spring thaws."

HIS GLANCE lifted to the smoking fang and moved down the snow field.

"Are you going to move?" Latimer demanded.

Ignoring him, Brill turned to McRae. "What do you think, Mac?"

"I don't know," McRae replied. "I'll go if the rest are willing."

The stamp of engines and the shrill whine of the rotary wheel tore across the dead silence.

Brill told Gene, "Catch the hind end with me, and you can take a pot of coffee from the cook car to the boys on the head end at the next stop."

Latimer waited with them, and they caught the caboose as it came along.

The unruffled surface of the Red Pinnacle suddenly puckered. There was a slow shift far up among the naked crags and a sly scurry in the deep folds. Trickles began and joined together, spilling over the lip of a long shelf, building up into a foaming breaker. A drift detached itself and plunged. It struck a ledge and sprawled. The field of snow began to move.

Forces worked to the surface from deep below. Powder puffs exploded, gossamer plumes whipped in the drafts, and projecting spurs tore rents in the uneasy fabric. Whirpools and cascades frothed and bubbled. An uprooted tree boiled up, turning end for end, and then was submerged again in the gathering avalanche.

They watched the whole panorama revolve and go out of focus; they listened to the sounds of strife and fury, inhuman shrieks, and the blare of Judgment Day. And all they could do was wait for it to destroy them.

The short train struggled like a raging mammoth, half smothered, the rotary wheel tearing at the clogged throat of the cut. The stacks beat with pile-driver blows, and then blew up, raving, as the rotary broke out of the choked runway and the plow train stormed onto the gaunt trestle that spanned the gorge of the Yellow Jacket.

The face of the Red Pinnacle wrinkled, folded and came off like a tattered mask. Jagged fragments and rocks and stones pelted the caboose.

The stub train seemed suspended in cold space as it moved along the high trestle. The brakes ground when McRae slowed, and that started Latimer sliding toward the edge of the roof and the bottom of the gorge, far down in the dark.

The mumble of the wheels sank and rolled alongside the bed of the icebound river. They nosed up to the farther end of the trestle where the portal to Windy Pass stood at the lip of the gorge of the Yellow Jacket. McRae let the train drift cautiously inside the gateway, and as it climbed between canyon walls, a mist erupted, high up and just ahead, with a quick blast and the roar of falling rubble. The line of wheels set under the grip of brakeshoes.

"Not so big this time, but about as close," Brill said, looking back.

The rear trucks of the caboose had barely cleared the gorge. The coach, chained on behind, remained on the trestle.

"We're fast working ourselves from one bad position into a worse one," he observed.

THEY WALKED over crusted snow to the head end. Figures were grouped in the pallid beam of the rotary's headlight. Nick Mevanti, the track-gang foreman, skirted the new slide, looking it over. In the slim gut of abrupt walls it had piled to the height of the engine's stack and sprawled out on the bench. Rocks showed on the surface, big ones caught in the spread of snow, and boulders had tumbled out like dice across the track at the rotary's pilot.

Latimer grunted. "Bring up your men," he ordered Nick, "and let's see how fast they can get this cleared."

Nick sighted down his beak doubtfully. "They're pretty hungry," he said. "You feed them first?"

"Feed them, hell!" Latimer stormed. "This railroad is out of business till we get it cleared. Let's go!"

Soon Nick came back with the track gang, their dragging shovels chiming softly. They bunched and stared at the slide. They began to chatter among themselves; then they turned on Nick with shrill demands and furious gestures.

"You see?" Nick said to Latimer. "They won't work till they eat."

Latimer strode at the men, his words lashing them. The gang broke and scattered. They dropped their shovels and floundered back along the train toward their warm coach.

Double-Drop Brill looked at McRae. "Have we got enough coal to last the night and get us out of here in the morning?"

"Not for tonight and still reach the next coal chutes tomorrow," McRae said. "We figured on being at Index before midnight."

"And why not get there by midnight?" Latimer demanded.

"That could be," Brill said. "But the way things are going, I doubt it."

"I'll make that gang tear out the slide just as soon as they've been fed," Latimer fumed.

Thin smoke from the cook-car stove-pipe spired into the first starlight. There came the mingled fragrance of baked beans and bacon and coffee steaming on the big coal range.

"Chow," said Brill. "I can use some." And they trailed back to the caboose.

The track gang couldn't get down from the coach, hanging out on the trestle. When the Chinaman beat the supper call, they swarmed through the caboose on their way to the cook car.

But the plow-train crew scored the Chinese man's cooking, for Newbamer was the best caboose cook on the Monte. Chicken that had been obtained by stealth simmered in a stew. And there were hot biscuits and honey, and coffee that would float a wedge.

Latimer horned in. They stopped eating only when there was nothing left.

Brill felt trouble coming when the track gang, returning from the cook car, burst into the caboose. There were no stragglers. They crowded through the doorway and down the aisle. Latimer tried to stop them. They thrust him aside and threw up their arms to ward off his blows when he started swinging. They poured through the rear doorway into the coach and the last one slammed the door.

Latimer went after them. Brill and young Gene followed out to the platform. They could hear Latimer's voice rising in exasperated fury; then it ceased. He came out and closed the door hastily, looking at Brill as if he scarcely recognized him.

"Some of those men have knives that long," he said, holding his hands a foot apart.

Brill glanced up at the frozen disk of a moon that threw black shadows across the bottom of the gorge. In his bones he could feel the threat of another storm, and he saw the outlines of it making up behind the peaks.

WHILE Gene alternately tended the fire and read his book, the others gathered around the table in the yellow lamplight—Brill, McRae, Newbamer, Eggert, and Latimer.

Brill said: "If we have snowshoes and get caught up here, somebody could snowshoe out. He could get to the nearest ranch or town and bring in food and fuel to keep us alive till they dug us out. There are about fifty of us, you know, boomer. We did it last time with a bobsled, pulled by eight men and two mules."

"All right, go on," Latimer growled. "What's the answer?"

"Beginning right now," Brill said evenly, "I'm in charge of this outfit. I'm letting the track gang sleep another hour, and then I'll put them to shoveling. From then on, we keep moving until we're out of this or stuck for good. If the storm hits before morning, it may be too late. But we'll give it a try. You get it? I'm boss now."

Obviously, Latimer didn't get it—just as he didn't feel in his bones the pressure of the storm outside gathering for a raid across the high divide.

"Trying to make a bluff stand up, eh?" he said, chuckling. "Well, I can tell you now, they'll never let Clinker Ward back, even if he gets out of the hospital alive. That's all been arranged. His methods of operation leave with him." He glared at Brill.

Breathing hard, his mouth taut, Latimer scanned the faces before him, faces that showed their silent contempt for a man who would use a foolish woman to build him up.

"You all heard Double-Drop's threat," he told them warningly. "Well, you'll all be asked to repeat it to the superintendent. . . . You understand that, McRae?"

"I understand," said McRae, nodding. "I understand that Brill should've kicked you out when you first started mishandling the track gang."

Latimer's cold gray eyes danced wickedly. He'd trap them all into committing themselves now.

"Fine, just fine!" he crowed. "The rest of you feel the same way, I suppose?"

"Right down the line," Eggert said, and spat at the ashbox.

"Me?" Newbamer muttered. "I'd delight to toss you in the gorge, boomer, if I wouldn't get hung for it.

There was a silence, and Latimer's lips curved in a triumphant smile.

"Then there'll be another plow-train crew for the rest of the winter," he said softly. "And look, Double-Drop! If you get off that chair, I'll pull off your right leg and beat your brains out with it!"

Brill stood up and came slowly around the table. The silence was so complete that they all could hear the murmuring of the fire.

Then with lightninglike suddenness, Latimer lashed out with a murderous right—collapsing the world.

FROM OUTSIDE came a high scream; then the roar of blind destruction as splitting fury stormed across the walls and died in rolling thunder down in the gorge. No one who heard it would ever forget the sound, the mad ferocity of an avalanche.

The caboose shuddered. The gritty squawk of couplings, tightening all along the train, was like the rasp of a rusty file. The group in the caboose divided evenly. Three men collided as they dashed for the front door, then wrenched it open and sprawled onto the snowdrift outside.

Brill moved to the back door. As he opened it, he muttered, "I sure hate to look."

Staring out, they saw, in the bleak moonlight, the last of the slide dribbling over the lip of the gorge! Snow dust floated up from the black depths. The coach slanted down, its front end leaning back. The caboose stood on solid roadbed, but the full length of the coach was on the trestle, and that structure, too, was slanting.

Brill leaned from the platform. "Look at that swayback in the bridge!" he said hollowly. "Where'd it come from?"

"A boulder," said McRae. "A boulder in the slide bounced on river ice and knocked down the first set of piling. That section of the trestle—the part from the abutment to the second set of piling—sagged when its support collapsed."

"We're sure losing out with the lapse of time," Brill mumbled. "But it's a good thing the coach is chained to the caboose. Otherwise, with that tilt, it would've slipped its coupling knuckle and its full weight would be on the span."

"Look again," McRae said. "The caboose has a slight tilt. A little more, and it'll disengage its coupling from the car ahead. If that happens, coach and caboose could roll down to the center of the swayback."

"And both of 'em break through the trestle?" Brill inquired.

McRae nodded. "And suppose there's some disturbance inside the caboose?" he remarked. "With the weight of the coach dragging on it, it might not take much to tilt the caboose enough to turn it loose."

"In that case," said Brill, "the only track gang we've got would lie all splattered out down there on the ice."

"Yeah," said Gene, "and we'd be down there too."

"Well, if the track gang is lost, we're goners too." Brill, while grinning sheepishly, turned to McRae and said, "Mac, you never expected to hear me wish that the old Clinker would arrive in the nick of time, did you? Well, you hear me now." He peered at the dim horizon. "We haven't got room to pull the coach off the trestle either. So we're stuck right here till we do something about it."

"Till we get the track gang out and clean that slide," McRae told him.

"Yeah," said Brill. "The track gang—we're back to them again. We've got to rescue those gandy dancers or throw in our hands. I wish I knew a nice, neat way to do it."

GENE THOUGHT he could feel the pull of the coach crawl up his heels, and it seemed the caboose teetered when he took a deep breath. He was thinking of the drawbars of the caboose and the car ahead, knuckled together, with the knuckle in the caboose's drawhead slipped up three inches above that of the car.

Another five or six inches, and it would come free. They'd be safe, he knew, if they just stepped out onto the snow bank with the others. But he didn't let himself think about that. His job was to stick and be at hand when Brill needed him.

Dim light showed in the line of coach windows. A wisp of smoke curled from the chimney. There was no sign of movement inside.

"All that racket didn't decrease their snoring a bit," Brill said. "They were sure beat up good, and they ate enough to stuff a cow."

He took off his mittens and shoved them into his jacket pocket.

"The only way to get them out is to fetch 'em!" he added. "One at a time, and don't let 'em stampede." He looked at McRae. "I admit I'm remembering what you said about any disturbance inside the caboose."

"They ran Latimer out with a show of knives," McRae said.

"Yeah," Brill nodded. "I remembered that too."

Newbamer, who was standing by the steps, asked, "Need any help, Double-Drop?"

"I do," said Brill. "But it's got to come from above." He looked down. The caboose steps cleared the edge of the gorge by a scant yard. "You fellows take care of them when I bring 'em out—one at a time," he repeated. "And watch they don't fall in."

"Let Gene do it," urged McRae.

"Why?" Brill asked.

"Youth," McRae said gently, "moves with a lighter zest. Gene barely touches the ground when he walks. That's the help from above you were asking for."

BUT BRILL was stubborn. They went on arguing, the vital minutes going, till Gene's boots suddenly walked away with him. He flitted over the railings, across the tilted platform and through the dark doorway of the coach.

Inside, sour body odors and the smell of kerosene lamps, turned low and smoking, enveloped him like an acid fog. Inert figures lay doubled up on the seats, dead to this confused and appalling country, snoring shadows unaware that they were hanging on the brink of the life to come.

It takes time to awaken a man who has been drugged by cold, exhaustion, and a full belly. It was worse when you had to arouse him gently, and not scare him into starting a rush, and get him on his feet and walk him to the doorway.

There were, Gene knew, forty men in the car. They came up from the deep dark, choking and muttering. They stumbled, dragging their feet, as he led them, one by one, up the aisle.

The confusion outside grew as the crowd increased. The men of the track gang broke through the crust as they came down and waddled in the snow. They bunched, shivered in the piercing cold, and complained. Some of them tried to push back into the coach—a few at first, but Newbamer and Eggert held them back.

Then Latimer started yelling, and the men clamored back at him. Furious, Brill tried to make Latimer shut up; for he knew what would happen if the shouting wakened the men in the coach. If they panicked in there and started milling around, the caboose would tilt and—

Suddenly Latimer's yapping ended—simultaneously with the sound of a loud smack, followed by a grunt. Newbamer had enjoyed reducing Latimer to silence. Meanwhile, Gene was bringing the men out singly, delivering each to Brill at the doorway, and turning back into the coach as Brill pushed the latest arrival down the steps to McRae.

"O.K., Gene," Brill said, grabbing a man whom Gene led out to him. "Down you go, gandy dancer!"

As Gene darted back into the coach, Brill's worried gaze shifted to the dark cluster of men in the snow. Would they make a break for the coach? If they did, Brill knew, they'd shove McRae, Newbamer, and Eggert into the gorge when they tried to stop the stampede.

He would go, too, if he tried to stand in their way. And the men still left in the coach, when the caboose broke loose, would ride down to the center of the swayback, break through the trestle, and wind up dead down there on the river ice!

Brill suddenly made up his mind about Gene. The yellow-haired youngter was doing all right. He hadn't lost his nerve, however scared he might be. And it took real nerve to keep going back into that coach, delicately balanced on the brink of death. But this had gone on long enough, Brill decided, and he swung around to the doorway as Gene reappeared, leading another stumbling, sleep-drugged man.

"You call it quits right now, Gene," he ordered. "Come out of there until these jittery gandy dancers quiet down."

Gene, ignoring the order, whirled and started back for another trip into the coach. Then, suddenly, he halted; and all of them were stopped in their tracks, frozen stiff, by an incredible, gravel-rough roar. "What the hell goes on here?"

Nobody moved. A kind of paralysis fell upon them. It was plainly impossible—tat couldn't be Clinker Ward.

"Can't anybody tell me why you're all stalling around here?"

If it wasn't the Clinker, then it must be his ghost, for there wasn't any doubt as to whose that voice was. Double-Drop Brill was the first to shake off the spell that bound them.

"How did you get here?" he asked hoarsely.

"Snowshoes!"

AND THEN Clinker Ward, coming into the light, kicked up a leg to show the webs he was wearing. He shuffled to the brink of the gorge, sized things up; then swung around to get the wheels rolling, to start putting his railroad back in service.

"You waiting for the spring thaws to liberate you?" he roared bitterly. "How'd the trestle buckle like that? And why you got the coach hanging out on it? Another storm's coming up, and there's a passenger train snowed in at the upper end of the Muleshoe. Out of coal, no heat in the coaches. Women and children. We got to reach them before they freeze."

"How did you know?" Brill blurted.

"Come up on a wedge-plow till the snow got too deep. Snowshoed to the stuck passenger train; then up here looking for you." He kicked off the snowshoes. "Let's get started. Jerk the rest of the track gang out of there. Stand back, Mac, and let me get aboard."

"Don't you dare put a foot on that step!" Brill snarled at him.

"Why not?"

"You'd bust the balance," Brill said. "Take a look at the position we're in, and then stand aside till Gene finished what he started."

Meanwhile, inside the coach, Gene moved swiftly but warily down the aisle. Some of the sleepers stirred and grumbled: some sat up and stared wordlessly at him. Then one started to make a break for the door.

"Sit down!" Gene snapped at him.

The man tried to push past. Gene, from close in, hit him sharply on the button, caught him as he crumpled, and draped him over a seat. Then, whirling around, he faced the others.

"Sit down!" he ordered.

They sat, cowed and shivering, waiting for him to lead them. And they showed no further defiance while he hurried them out, one by one. At length he made his final trip out to the platform, dragging the still-groggy man he had knocked senseless.

"If you offered up a prayer, Gene," said Brill, "it sure was answered." •

TRACKSIDE IN THE DIESEL AGE

Reflections in the water. Jersey Central RS-3 No. 1554 and Black River & Western RS-1 No. 57 (ex-Washington Terminal) play push-pull, returning spring excursion out of Lambertville, N.J., on ex-Penn Central Bel-Del trackage on April 4, '76. Diesels were used when BL&W No. 60 was not ready for trip.

Don Dorflinger, 18 Westland Rd., Cedar Grove, N.J. 07009

Shoreline riders between New Haven, Conn., and Boston, Mass., have been hauled since April 2 by one of 13 of these new General Motors four-axle, F4OPH, 3,000-hp locomotives built for Amtrak. Looking very much like an SDP40, the new units, however, are almost 16 feet shorter. They are also Atrak's first purchase of a new four-axle engine and weigh about two-thirds that of an SDP40. Maximum speed for the new GM unit is 103 mph.

Amtrak

Lead SDP40 of north bound Amtrak *Champion* is fueled and serviced during station stop on hot Aug. 27, 1976, at Sanford, Fla. Picture won 1st place in 1975 photo contest staged by Tampa Bay Chapter, NRHS.

Fred Clark, Jr., 312 Mariva Ave., Clearwater, Fla. 33515

This CP Rail locomotive is the largest of 20 new 3,000-hp diesels recently delivered to the company by General Motors of Canada Ltd., in London, Ontario. The order, valued at about $11 million, brings CP Rail's diesel locomotive fleet to about 1,330. The six-axle SD 40-2 measures 70′ and weighs 197 tons.

CP Rail

Photography by Richard L. Cook, Brotherhood of Locomotive Engineers

Three Female Engineers on the Union Pacific

Susan Krause, 27, is married (since becoming an engineer in '74) to another engineer, Jim Krause, who hired out at about same time as she did. Susan is presently working as fireman on local run out of Los Angeles, but works in emergency as engineer some days in week.

Martha Perez, 25, is married to a UP clerk, and also has a brother who is a clerk on the road. She became an engineer in '74. While assigned as a fireman on through service between Los Angeles and Yermo, Calif., she works several days a week as engineer.

Maria Orozco, 30, became an engineer in '75. She has an uncle who is an engineer on a Mexican railroad, and a stepfather who was a section foreman. At one time she worked for a firm that made scale model trains. A hostler, she is qualified to work as engineer.

The weather was warm and sunny on a day in June, 1973, when Denver & Rio Grande Western's train 17, *Rio Grande Zephyr,* came out of Tunnel 29 with six cars and crossed over South Boulder creek.

Richard Loveman, 1302 Milwaukee St. Apt. 10, Denver, Colo. 80206

It was eleven days to ConRail, March 21, when Philadelphia Chapt. NRHS ran this Farewell-to-the-Reading fantrip, headed by Nos. 903 and 902, at Phoenixville, Pa.

Bob Storks, 1421 Arch St., Phila., Pa. 19102

Clinchfield 2007 heads coal run in '71.

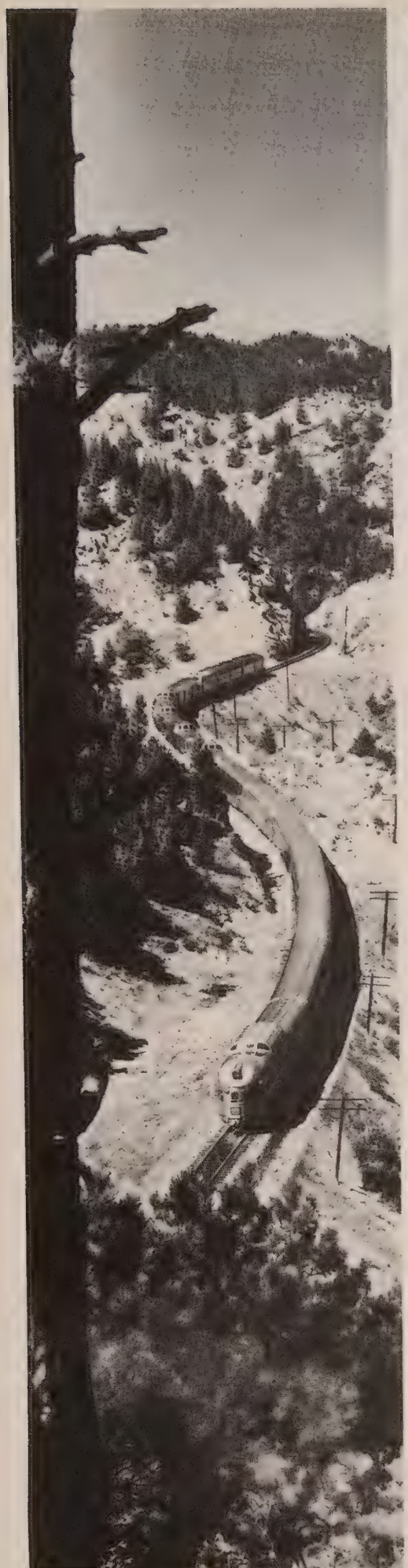
Harlan K. Lane, Rte. 2, Box 309, Gravely Rd., Kingsport, Tenn. 37660

Photograph by W. E. Waste

Bearing number of famous NYC engine 999, loco of Marinship Corp. works at Sausalito, Calif.

Head brakeman climbs aboard an eastbound Denver & Rio Grande Western manifest extra in front of the depot at Thistle, Utah, in December, 1951, while D&RGW steamer waits impatiently on nearby track.

Photograph by Donald Sims



California Zephyr, on D&RGW tracks, has just emerged from Tunnel 23 at Miramonte, Colo., on climb up range.
Denver & Rio Grande Western

D&RGW DIESEL LOCOMOTIVES

Compiled by Sy Reich as of August, 1963

Railroad Class	Road Numbers	HP	Builder	Model	Wheel Arrang't	Tract. Effort	Weight	Date	Notes
———	25	———	D&RGW	———	B-B	47,200	241,000	1953	1
DE B-B 26	38-43	380	GE	44 ton	B-B	26,400	89,000	1941-2	6
DE B-B 60	66-74	660	Baldwin	VO 660	B-B	59,700	198,500	1941	1
DE B-B 61	100	1000	GM-EMD	NW2	B-B	61,390	248,880	1941	
DE B-B 69	101-119	1000	Alco-GE	S2	B-B	69,000	230,000	1941-4	
DE B-B 72	120-123	1000	FM	ALT 100.6A	B-B	72,286	240,955	1948	
DE B-B 72	150-152	1500	FM	ALT 200.2A	B-B	72,270	240,900	1948	
DE B-B	3001-3028	2250	GM-EMD	GP30	B-B	61,735	257,000	1962-3	
DH C-C 104	4001-4003	4000	KM	ML-4	C-C	104,100	330,290	1961	
DE B-B 60	5100-5103	1500	GM-EMD	GP7	B-B	60,198	245,960	1950	
DE B-B 60	5104-5113	1500	GM-EMD	GP7	B-B	59,919	244,834	1952	
DE B-B 60	5200-5204	1600	Alco-GE	RS-3	B-B	60,198	248,000	1951	
DE C-C 89	5300-5304	1500	GM-EMD	SD7	C-C	89,294	368,300	1953	
DE C-C 89	5305-5314	1750	GM-EMD	SD9	C-C	88,844	367,020	1957	
DE B-B 60	5401, 5404, 5411, 5414, 5421, 5424, 5431, 5434, 5441, 5444, 5451, 5454, 5461, 5464, 5471, 5474	1350	GM-EMD	FTA	(B-B)x(B-B)	59,745	244,313	1942-3	2
DE B-B 60	5402, 5403, 5412, 5413, 5422, 5423, 5432, 5433, 5442, 5443, 5452, 5453, 5462, 5463, 5472, 5473	1350	GM-EMD	FTB	(B-B)x(B-B)	59,745	244,313	1942-3	2
DE B-B 57	5481, 5484	1350	GM-EMD	FTA	(B-B)x(B-B)	57,080	233,690	1944	3
DE B-B 57	5482, 5483	1350	GM-EMD	FTB	(B-B)x(B-B)	57,190	238,840	1944	
DE B-B 60	5491, 5494, 5501, 5504, 5511, 5514	1350	GM-EMD	FTA	(B-B)x(B-B)	59,745	244,313	1944	4
DE B-B 60	5492, 5493, 5502, 5503, 5512, 5513	1350	GM-EMD	FTB	(B-B)x(B-B)	59,745	244,313	1944	4
DE B-B 58	5521, 5524, 5531, 5534, 5541, 5544	1500	GM-EMD	F3A	B-B	58,089	241,235	1946	5
DE B-B 58	5522, 5523, 5532, 5533, 5542, 5543	1500	GM-EMD	F3B	B-B	58,089	241,235	1946	
DE B-B 59	5551, 5554, 5561, 5564, 5571, 5574	1500	GM-EMD	F7A	B-B	58,838	244,240	1948-9	5
DE B-B 59	5552, 5553, 5562, 5563, 5572, 5573	1500	GM-EMD	F7B	B-B	58,838	244,240	1948-9	7
DE B-B 60	5581, 5584	1500	GM-EMD	F7A	B-B	60,360	249,475	1949	
DE B-B 60	5582, 5583	1500	GM-EMD	F7B	B-B	60,360	249,475	1949	
DE B-B 60	5591, 5594, 5601, 5604, 5611, 5614, 5621, 5624, 5631, 5634, 5641, 5644	1500	GM-EMD	F7A	B-B	60,285	246,463	1949	
DE B-B 60	5592, 5593, 5602, 5603, 5612, 5613, 5622, 5623, 5632, 5633, 5642, 5643	1500	GM-EMD	F7B	B-B	60,285	246,463	1949	8
DE B-B 59	5651, 5654, 5661, 5664, 5671, 5674 5681, 5684, 5691, 5694	1500	GM-EMD	F7A	B-B	59,408	243,415	1950	
DE B-B 59	5652, 5653, 5662, 5663, 5672, 5673, 5682, 5683, 5692, 5693	1500	GM-EMD	F7B	B-B	59,408	243,415	1950	
DE B-B 60	5701, 5704, 5711, 5714, 5721, 5724, 5731, 5734, 5741, 5744, 5751, 5754	1500	GM-EMD	F7A	B-B	59,555	244,013	1952	
DE B-B 60	5702, 5703, 5712, 5713, 5722, 5723, 5732, 5733, 5742, 5743, 5752, 5762	1500	GM-EMD	F7B	B-B	59,555	244,013	1952	10
DE B-B 60	5761, 5764	1500	GM-EMD	F7A	B-B	59,915	248,120	1952	
DE B-B 60	5753, 5763	1750	GM-EMD	F9B	B-B	59,120	247,390	1955	10
DE B-B 60	5771, 5774	1750	GM-EMD	F9A	B-B	59,573	247,705	1955	
DE B-B 60	5772, 5773	1750	GM-EMD	F9B	B-B	59,573	247,705	1955	
DE A1A-A1A 49	6001, 6003, 6011, 6013	2000	Alco-GE	PA-2	A1A-A1A	49,264	204,440	1947	
DE A1A-A1A 49	6002, 6012	2000	Alco-GE	PB-2	A1A-A1A	49,264	204,440	1947	

D&RGW Diesel Notes

Roster is based on data from D&RGW Vice President-Operations and GE Locomotive Adv. and Sales Promotion Dept. and is accurate as of Aug. 8, 1963.

(1) 25 rebuilt from 68.

(2) The following units were traded in on GP30's: 5403, 5404, 5411-5414, 5423, 5431, 5432, 5442, 5444, 5451, 5453, 5461, 5471, 5473, 5474.

(3) 5481 rebuilt by GM-EMD to F7A with 1500 hp., 57,240 lbs. tract. effort, and 234,300 lbs. weight.

(4) Traded in on GP30's.

(5) 5531, 5571, 5552, 5553, 5643, 5644 rebuilt by GM-EMD.

(6) 38, 42 are still on the roster. Unit 39 sold to Sanford & Eastern, renumbered 14 (1st), then sold to Hoosac Tunnel & Wilmington, renum. 16. Unit 43 sold to HT&W, renum. 15; then sold to Saratoga & Schuylerville, not renum.; then sold to Claremont & Concord, not renum.; then sold to Raymond International.

(7) Original F9B 5762 renum. 5753 in '55. Original F7B 5753 renum. 5762 in '55. ●

TRACKSIDE in the DIESEL AGE

by Jim Edmonston

PC&N No. 11, MP-15DC, shown on Rock Island at Riverside, Ill., in Nov. '74.
X2200 South photograph

NO MATTER what you think of ConRail, if you don't get out and observe what is happening these days, you are missing a lot. Widespread changes happen almost overnight, now that the biggest roadblock, the Federal Government, is interested. News items and rumors come so quickly that reporting them in this column is risky. At this date, both the Chessie System's reported takeover of Erie Lackawanna and Southern's bid for Penn Central's DelMarVa Line have been shelved, possibly forever, although the Government is still trying.

Let me point out some changes in my own area, Cincinnati. Penn Central's Sharon Yard remains the major facility here, but its operations have been refined. A new train is running direct from and to Croxton, N.J., using ex-PC and ex-EL trackage. This train normally gets a combination of PC and EL power, making the first EL units ever to visit Sharon. Just recently the train carried Lehigh Valley U-23B's and a C-628 as well as units off the Reading (a C-430 was sighted).

Sharon Yard thus becomes a real attraction, at least until ConRail comes up with a new paint scheme. On the last weekend in April there were EL and LV units, one Reading, a standard PC, and Louisville U-25C's on a Nashville transfer run. An added bonus was a Seaboard Coast Line C-420, one of the units leased to L&N. Top that off with a Southern transfer, which had two GP-9's and a rare ex-Central of Georgia GP-18, and you can see what ConRail does for the fans here.

Norfolk & Western, long the "forgotten man" of Cincinnati rail activity (at least since the demise of the J's), is becoming more and more of a factor. N&W has purchased the old Pennsy's Richmond branch from Mill (milepost 16, north of Cincinnati) to New Castle, Ind. (with a trackage rights agreement through Richmond, Ind.). N&W uses ConRail from its yard at Clare (east of Cincinnati) to Mill, thus giving the N&W a line through town to the west. So far, a local operates to Eaton, Ohio, west one day and east the next. Another local, out of Richmond, meets him at Eaton and works the west end of the line. N&W plans to rebuild the line and operate over it four or five through freights per day—quite an increase in business.

The Detroit, Toledo & Ironton has, indeed, come to town, although on the surface this is nothing new. DT&I power and trains (PC crews) have been in Cincinnati for years in a joint operation of trains DC-8 and DC-9, which were consists to and from Detroit and the south via L&N. The train ran over PRR from South Charleston, Ohio, for years. Then, when the line south of there was restricted, it came over the old New York Central line out of Springfield.

Now DT&I is operating its own trains over ConRail on trackage rights out of Springfield. It has added two new trains, DC-5 and DC-6. The DC-8 and DC-9 are L&N cuts, which operate directly into DeCoursey Yard. DC-5 and DC-6 are Southern trains terminating at Gest Street Yard, with power serviced at Ludlow, Ky. Both trains operate over the old PRR from Mill to Undercliff Yard, where the L&N consist goes across the River into Newport on the L&N bridge. The Southern cut threads the old connection on the Riverfront, right behind Riverfront Stadium, and through the area which the city intends to develop as a huge City Park. More on this later.

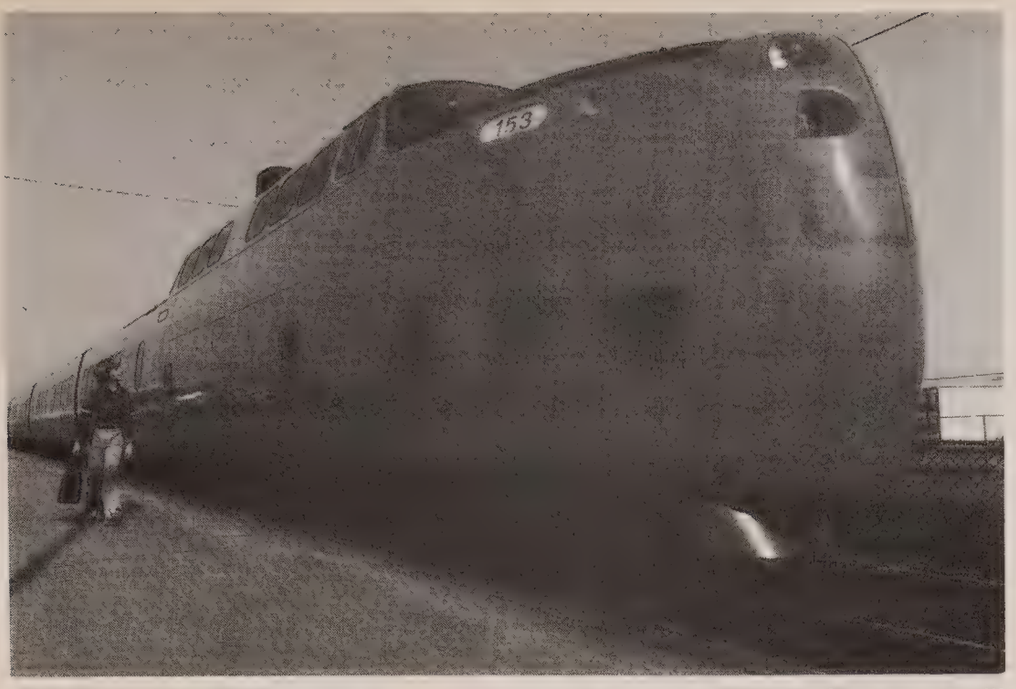
I CANNOT determine why these DT&I trains do not use the more direct and less congested (no grade crossings or pedestrians) Baltimore & Ohio route through RH tower, Union Terminal, and over the C&O Bridge, unless the cost of running through these facilities is too high. One thing that sets the present DT&I operation apart from the previous one is the use of its own cabooses. Up to this point at least, trains are short. In the past, Penn Central used these schedules as convenient ways to move empties, but this practice has stopped. In fact, the trains do not even pause at Sharon Yard anymore.

Trackage rights also have altered a major part of Conrail's business here in the transfer department. In the past, Norfolk & Western cars destined for L&N or Southern would be transferred to PC at Clare, and PC would deliver these to L&N at DeCoursey and Southern at Gest Street. N&W now delivers these trains themselves, putting its own Geeps in both the L&N and Southern yards—"strange bedfellows," to say the least.

N&W transfers to the Southern, and the new DT&I DC-5 and 6, have increased rail traffic on Cincinnati's riverfront by 400 percent, say the city fathers. They don't like it, especially during rush hours and ball games, as the trains move at three mph over the uncertain rails. When the mighty Riverfront Stadium was built in 1970 and the rest of the area transferred into parking lots and wide spaces, the offending railroad tracks were pushed right up to the river, behind the ballpark.

But the tracks still run down the middle of Front Street, a real traffic-stopper. Most of the activity had ceased in those years, except for a short cut in the wee hours of night, serving industries. Penn Central stopped taking Southern transfers at Undercliff and routed them to Sharon and the DC-8 and 9 off the L&N also went out to Sharon via the Millcreek Valley route. Sc the new arrangement could cause troubles. It used to be fun to share Front Street with a Southern transfer—you could drive along side by side with the rumbling boxcars, even holding on to them if you so desired, until you came to a car or truck parked too far out into the street. Then you had to stop or be run through the squeezer. For me it was pleasure, but for the other 20,000 souls who were delayed getting home from work it was torture. History repeats itself. Front Street at 5 p.m., anyone?

MEANWHILE, the unaffected roads in town (Chessie, L&N, Southern) continue to enjoy increased business. Amtrak suffered an ignominy just after the takeover of EL by ConRail, as the Chicago-bound *Riley* was held out of Chicago by failure of the Chessie to



New Canadian National logo—VIA—unveiled recently, which CN hopes will become as well known across Canada as the old name. It incorporates bold new blue and yellow color scheme for all passenger trains. Six new train services with faster running times are operating on run from Quebec City to Windsor, Ont. Canadian National

re-negotiate trackage rights over 2½ miles of EL track east of town. The *Riley* had no authority to operate over the stretch, so the passengers were bussed out of Peru, Ind. The situation was remedied quickly.

Chessie has reactivated at least three of the Alco S-2 switchers it has stored for a year here, complementing a lot of C&O EMD veterans which were moved in last March. Commemorative GP-40-2 No. GM-50 was in town the other day, still in gold paint. Aliquippa & Southern SW-1200 No. 1204 and SW-9 No. 1200 both passed through in April, westbound for a rebuilding by Precision. Western Maryland units are still fairly common on B&O here in this area. So are Southern Pacific and Cotton Belt locos.

Two Bicentennial locos paid us visits: DT&I No. 1776 was in especially for the first run of DC-8/9 in early April, and EL 3632 showed up in Sharon later on the Croxton train with two normal EL SD-45's. There is a report that Armco Steel in Middletown, Ohio, has put red, white, and blue on a Lima switcher.

CAN ANYBODY help the Unity (N.H.) Volunteer Fire Department in their quest for a diesel airhorn to replace a dying fire siren? Joel S. Look, Box 25, Claremont, N.H. 03743, wants to hear from anyone who knows where it might be available.

Used locomotive dealers known to me are: George Silcott, Worthington, Ohio; Streigle Marine & Supply Co, Curtis Bay, Baltimore, Md.; Birmingham Rail & Locomotive, Birmingham, Ala. (Tom Lawson,please note); and, of course, the rebuilders such as Morrison-Knudsen of Boise, Idaho, and Precision National of Mt. Vernon, Illinois. Scrappers abound also, such as Naporano Iron & Metals, Elizabeth, N.J.; Pielet Brothers, McCook, Illinois; Luria Brothers, Modena, Pa., plus additional locations; Chrome Crankshaft, Los Angeles, and many others.

Joel's local roads are the Boston & Maine and the Claremont & Concord. The C&C is presently operating two GE 44-tonners, maintained with parts from an ex-B&M GE 44-tonner which is derelict behind the enginehouse. Joel would like a line on a two-or-three tone Air Chime.

P.J. MIKSICH, JR., of 507 165th Street, Hammond, Ind. 46324, says that two Alco HH switchers (old-style high hoods) are operating for General American Tank Car Co (GATX) in East Chicago, Ind. One loco switches the new tankers around the Euclid Avenue plant, the other works the repair shops along Railroad Avenue. Paul didn't say how difficult they are to photograph. Possibly he can check this out. GATX might offer permission.

THAT MILWAUKEE ROAD derailment at Ellensburg, Wash., mentioned in the March issue, happened at 12:30 a.m. on Dec. 2, 1975, when a rain-weakened trestle over Big Creek fell under the weight of train No. 200. The lead unit, No. 175, crossed safely, but units 145 and 199 fell into the water and are still there. Recovery is reported doubtful. This info. comes from Donald C. Dietrich, 9508 15th Ave., N.E., Seattle, Wash. 98115. He adds that the rains caused havoc on the West Side of the Cascades; also, as Burlington Northern was under water, at Snohomish and Everett.

MARYLAND news from John Conroy, 924 Prestwood Rd., Baltimore, Md. 21228, has many B&O units operating on the old Western Maryland, completing the cycle, as the Chessie System uses whatever units they have in the area. Most B&O units used are GP-30's, but all types have been spotted, including the GM-50, which I mentioned before. Alco RS-2's & 3's have reappeared in Baltimore on WM, and GP-9 No. 41 has a high fan shield added. Some Norfolk & Western units have been seen on WM freights.

John says a proposal is in the works to modernize the old PRR Northern Central Line (Baltimore-Harrisburg via York) and run both rapid-transit trains and freights over it. The line has been abandoned since it was washed away by floods two years ago. One road that would be behind this is the Stewartstown RR., which lost its only connection with the outside world when the Northern Central washed out.

A very hot rumor has it that ConRail will electrify the mainline from Harrisburg to Pittsburgh, now that money (mine and yours) is available. There's plenty of precedent—PRR was always dusting off studies and shelving them again on this. First it was the T-1 4-4-4-4's making electrification "non-feasible", then the diesel . . . With a push from the Federal Government and the Pennsylvania Power & Light Co., it could happen. Then watch GE and EMD field electrics.

U.S. SUGAR CORP.'s roster has been fattened by addition of two chop-nosed

Photograph by Don Dover

Southern GP-38-2 No. 5081 on delivery at Sharonville, Ohio, on Aug. 10, '73.

Wandering SP SD45 No. 9014 leads Chessie System (B&O) train through Parkersburg, W.Va., yards in March '74. Various Espee power seen often in the area.

Larry James, 2510 39th St., Apt. D., Parkersburg, W.Va. 26101

Clarendon & Pittsford No. 10, a 1945 Whitcomb 44-DE-18-A, weighing in at 50-tons with 398-hp as seen outside C&P enginehouse at Proctor, Vt., in 1968.

Both photos by Jack Armstrong, 197 North Summer St., Adams, Mass.

St. Johnsbury & Lamoille County GP9's Nos, 200, 201, ex-NYC 5960, 5962, shown at St. Johnsbury, Vt., on Nov. 30, '68. The GP9's replaced GE 70 tonners in service on the StJ&LC that had ran in northern Vermont since steam left.

GP-7's from the SCL. No 901 showed up in March and another last April. Units are gray and yellow, and operate at Clewiston, Fla., writes R.A. Selle, 1013 Woodsmere Pkwy., Rockledge, Fla. 32955.

KEITH ARDINGER, P.O. Box 15, Salina, Utah 84654, says Seaboard E units were not white as I stated in April *Railroad* but pale mint green. Utah Railway's Alcos are gray and maroon, not white. Keith's slides prove his point, but I still can't see much difference in pale mint green and faded white. Thanks, Keith!

Speaking of colors, I appreciate the Virginia green and gold of Southern E-8's. So when I heard a rumor that SR would field a Bicentennial scheme, I shuddered—but without cause. Southern has indeed remembered the Bicen, but uniquely. Seventeen signers of the Declaration of Independence came from the original four southern colonies, so Southern Ry. has 17 E-8's. A red, white, and blue decal, 10 by 2½ feet, with both the picture and signature of a different signer, was applied to each unit, thereby "naming" the unit in a unique way.

Decals appear on both sides of the E-8's, just back of the cab ladder on the first two lower panels. Thomas Jefferson's name and picture were the first applied, to unit 6915j.

Other signers honored are: (Georgia) Button Gwinnett, Lyman Hall, and George Walton; (North Carolina) William Hooper, John Penn, and Joseph Hewes; (South Carolina) Thomas Heyward, Jr., Thomas Lynch, Jr., Arthur Middleton and Edward Rutledge; (Virginia) Carter Braxton, Benjamin Harrison, Francis Lightfoot Lee, George Wythe, Richard Henry Lee, and Thomas Nelson, Jr.

There's something just *right* about a sleek locomotive with the name Francis Lightfoot Lee; too bad it's not a PS-4 4-6-2.

IN GO F-7's (30), out come F-40PH's (30), as Amtrak takes delivery of the new EMD 3000-hp "shorties." This model is a compact SDP-40F, a boxy shape with sloping roofline and blunt-chisel nose. The "F" means "full width cab" (or "covered-wagon" configuration), while "40" is the GM symbol for a 3000-hp unit, "P" for passenger, and "H" for "head-end power" for electrical systems in the train. They are 200-229.

The first unit was accepted in Chicago on 3/19 and tested up to 90 mph between Chicago and Carbondale. The order was to have been completed by April 30. The units meet or exceed FRA standards and meet or exceed the EPA's proposed 1980 stan-

dards (which could change). F-40PH's are B-B, 16-cylindered lightweights geared for top speed of 103 mph, designed for high-speed corridor service on routes between 250 and 500 miles in length. They weigh 254,000 lbs. and are 56'2" long, compared to the SDP-40F's 392,000 lbs. 72'4". Each carries 1000 gallons less fuel and no water, as the SDP-40F's need 3500 gallons of water for train heat. The alternator which F-40PH uses for 480-volt power resulted in savings length and weight. The first 11 locos are in service in the Northeast Corridor.

WAYNER PUBLICATIONS has completed its Revised Third Edition of the Amtrak Car and Locomotive Spotter, in pocketbook form. This is a 141-page roster (no illustrations except cover) of all Amtrak and Auto-Train equipment, giving all available histories. It is accurate up to the delivery of the EMD F-40PH's. Small enough to carry with you, it's also attractive enough for the library, and nothing beats it for fast, convenient information. Available from *Railroad Magazine* Book Service, my copy wasn't priced.

CAPTION on page 49 of April *Railroad* contained an error, says Tom Lawson, P.O. Box 5343, Birmingham, Ala. 35207. As an employee of Birmingham Rail & Loco, Tom helped dismantle those three US Borax 70-tonners. They were definitely C-C units, not A-1-A. All three axles on each truck were powered. Each loco carried six GE 747 traction motors, Tom said they were so jammed in, that even with the trucks fully exposed and with carbodies removed, the motors and gear reduction units were the very devil to get at. The shopmen at the U.S. Borax facility must have cussed them for years.

DELAWARE & HUDSON is undergoing major motive power and route changes as ConRail comes in. D&H sought trackage rights all the way to Potomac Yard, Va., via Harrisburg, Pa.

Oliver E. Wagner, Jr., 3113 N. Third St., Harrisburg, Pa. 17110, reports that the first D&H freight into Enola Yard there on 4/17/76 was powered by the new GP-39-2's. Will D&H power go through to Pot Yard, or will ConRail forward the trains from Enola? Besides getting their own new GP-39-2's (No. 7601-20), D&H now has all 20 of the Reading GP-39-2's (ex-3401-20, now 7401-20), all of Lehigh Valley's C-420's (No. 404-15), and those three SD-45's that D&H traded to EL for U-33's awhile back. These are now D&H No. 801-803.

Oliver says D&H trains coming into Harrisburg have had power from all three roads (D&H-LV-RDG) and, as a result, are quite colorful. He found ConRail GG-1 No. 4800 painted in a wild Bicentennial scheme and lettered ConRail, so far the oldest (1934) unit so lettered. Only the S-class ex-NYC electric would be older when repainted. The red, white, blue, and gold schemes has to be seen to be believed. How many units have you seen with ConRail markings?

There have been reports of two U-boats in this area (one U-25, one U-33) with solid black and "CR" replacing the "PC" logo. Oliver Wagner says he has heard from "people in a position to know" that the scheme will be blue and white. He has seen two cabooses in solid blue, one an old N5C and one a more modern style, but no markings. I saw an N5C out here that was blue but had "PC" on it. Test paint? There have also been reports of boxcars with "CR" on, but I have not seen any. By the time this is printed, perhaps "CR" will be common.

Other reports say Reading's big Rutherford Shops (near Harrisburg) will be closed, Conway Shops is painting GP-38 No. 7776 in Bicentennial scheme, and $200,000,000 has been budgeted for that Harrisburg-Pittsburgh electrification. GG-1's will be scrapped only when replaced one-for-one. It looks bad for ex-New Haven EP-5 No. 4975, as her sisters, 4973 and 4977, while running, are not up to expectations.

Southern's chairman of the board, Graham Claytor, eyes new decal on E-8A No. 6915 at Washington, D.C.

Southern Railway

IF YOU ARE interested in trying to save an ex-New Haven loco, write Frank Harvey, New Haven Railroad Historical Society, 4711 Neta Lane, Wichita Falls, Texas 76302. That EP-5, No. 4975, would be a good candidate.

JERRY KEENAN, 6168 Althea St., Niagara Falls, Ont., Canada, reports that the Buffalo scene reflects the ConRail changes. LV units have been seen with Lehigh Valley lined out and a makeshift D&H shield painted on the cab (these are the GP-38's).

Two Norfolk & Western freights departed from Bison Yard westbound. One had four Southern Pacific U-boats for power, the other five D&H units (EMD's and Alcos). D&H and N&W are operating a pool out of Bellevue, Ohio.

A ConRail helper movement passing FW tower turned out to be a Reading U-Boat. The Buffalo Creek R.R. is still using Alco S-2's, one of which is in Bicentennial red, white, and blue. This loco may be the only Bicen painted outside the U.S., it was done in Montreal.

James H. Griffiths, 2822 Bogus Basin Rd., Boise, Idaho 83702

Union Pacific 6901 and sister 6907 roar up King Hill's 1.5% grade out of the Snake River Valley in southern Idaho on Sept. 27th, '69. The 90-car train has 10 miles of grade before flatland is reached and double track ends at Ticeska.

ALL TWELVE of Erie Lackawanna's Alco C-425's were bought by the British Columbia Ry., making these the first C-425's in Canada—which reflects on the fact that Montreal Locomotive Works (Alco in Canada) remains first in BCR's loco book.

Douglas B. Martin, Box 361, 100-Mile House, B.C., Canada reports that 2451, 2452, 2459, and 2462 arrived in mid-April and were sent through Squamish Shops for painting and re-work. Lots of other EL power still surplus, of course.

GENERAL ELECTRIC reports that Union Pacific has ordered forty U-30C's, thus putting UP's U-30C ownership up over 150. Southern will buy "30 new locomotives" in 1976, type as yet unknown, as part of a $179.2 million budget in 1976, the rest to go for freight cars, yards, roadway, structures, and signalling.

The town of Pride, Ala., is getting a new coal transloading facility. There is another in the works right across the river from Cincinnati at Ludlow, Ky. An additional project starting back up is the new Cincinnati Piggyback Yard, behind the Union Terminal, which had lain dormant over a year but is now back at full swing.

A NEW RAILROAD called the Middletown & Hummelstown was authorized to operate between those two Pennsylvania locations (6½ mles in Dauphin County) as a result of the Reading (whose track it bought) going ConRail. Power? Probably ex-Reading. Two ex-Reading GP-7's, numbered 607 and 618, are now Central California Traction 70 and 80.

PAUL G. LESSARD, 74 Oakland St., Manchester, N.H. 03103, was on hand for the first regular passenger run out of the Wolfeboro R.R. out of Concord, N.H., on 4/4/76, behind RS-3 No. 101 (ex-Maine Central 557). Wolfeboro offers service between Concord & Lincoln with two RS-3's.

TIM LOUTZENHISER, 500 S. Walsh, Garrett, Ind. 46738, a B&O community, reports seeing Union Pacific 3039 and C&NW 838 through town recently. I would guess this as a result of Chessie System's new pool with C&NW Chicago-to-Willard, Ohio. And Western Maryland units reported as far west as Garrett on the Chessie System.

IN FEBRUARY, 1974, EMD shipped Missouri Pacific 1530 west, which put new model MP-15 officially on the road. MP's first order was for 35 units, 1530-1534. The locos were near duplicates of the 808 SW-1500's sold by EMD, but were about 3 feet longer and rode on tried and true Blomberg B-B trucks, the same trucks used by EMD's 4-axle road units from FT's up to the present GP-39-2's. MP-15 offered fuel tank size options, but MP's have 1400-gal. capy., also 20 cu.ft. more sand capacity. The MP-15's delivered to MP weigh 267,000 lbs., have 62:15 gearing, and came with snowplows on the front. MP shopped them on arrival and installed rear snowplows and toilets.

The MP-15 has since sold 136 units to 18 buyers, and is still in production as a catalog model. As with SW-1500, it is an end-cab switcher configuration, with low hood and high control-tower cab, full front radiator, twin stacks, 12-cylindered, 645 prime mover, and rated at 1500 hp. It is truly a GP-7 with modern equipment in a switcher body, and designed for Multi-Purpose Service, hence the designation "MP." It is a confidence that the first unit was delivered to the Missouri Pacific, which has nothing to do with model designation.

The most obvious spotting difference between MP-15 and SW-1500 is the trucks, but MP-15 also sports eight side louvres ahead of the cab, while SW-1500 has either five or six. Electrical system on the first MP-15's is DC; later a new model was introduced, using AC current. Thus the correct model designation now should be MP-15 DC; the new model being MP-15 AC. Next month we'll look at the 1975 version of the MP-15AC, with radical changes.

An option added to later MP-15's is the paper air-filter box, which sits atop the hood ahead of the cab, as we have seen on the national of Mexico SW-1504's. These units are used in just about every service except passenger and drag freight.

LATE NEWS has it that SCL 1776, the first Bicen, tangled with a cement truck and has extensive front end damage. C&O H-6 Mallet (2-6-6-2) No. 1308, reported to be at Cass, W. Va., ready to operate, is actually still in her park in Huntington, W. Va. The West Virginia Dept. of Natural Resources had spent otherwise the money needed to move her. Her sister, 1309, is in the C&O roundhouse in Huntington, being refurbished for movement to the B&O Museum in Baltimore.

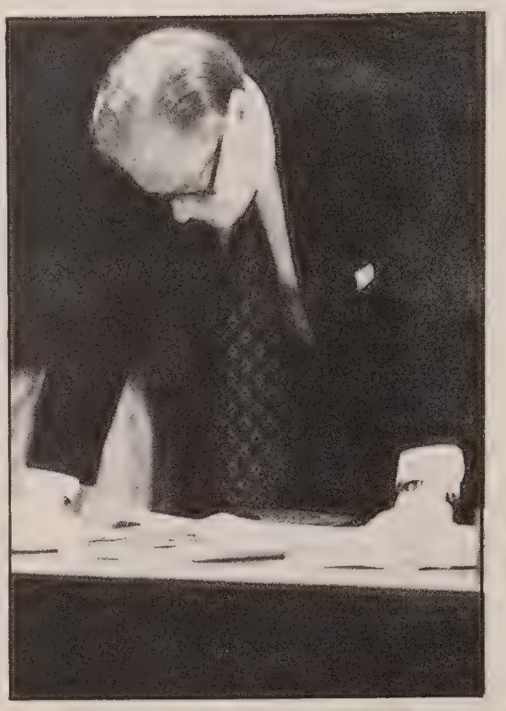
Cirillo Brothers Petroleum Co of Albany, N.Y., has leased 10 new GATX tank train cars, those interconnected in unit service. You'll see them on Con Rail in New York State.

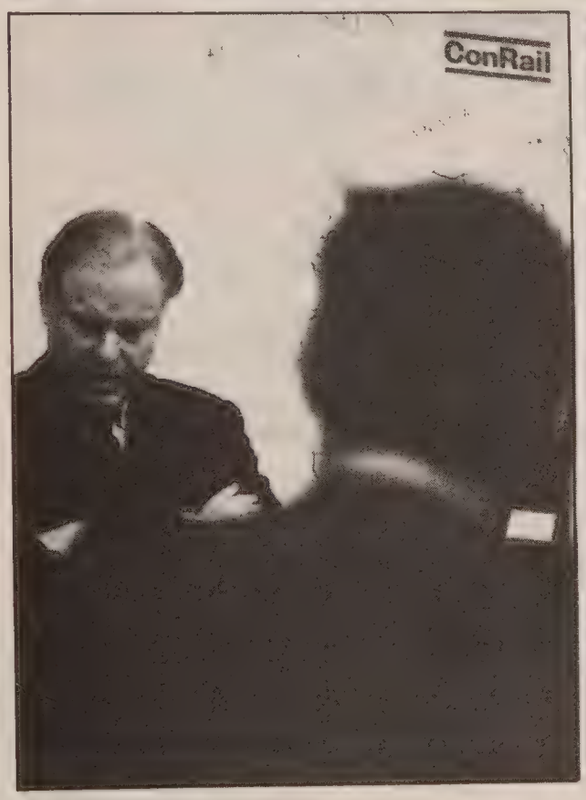
CONTINUE sending diesel news to me at 821 Clearfield Lane, Cincinnati Ohio 45240.

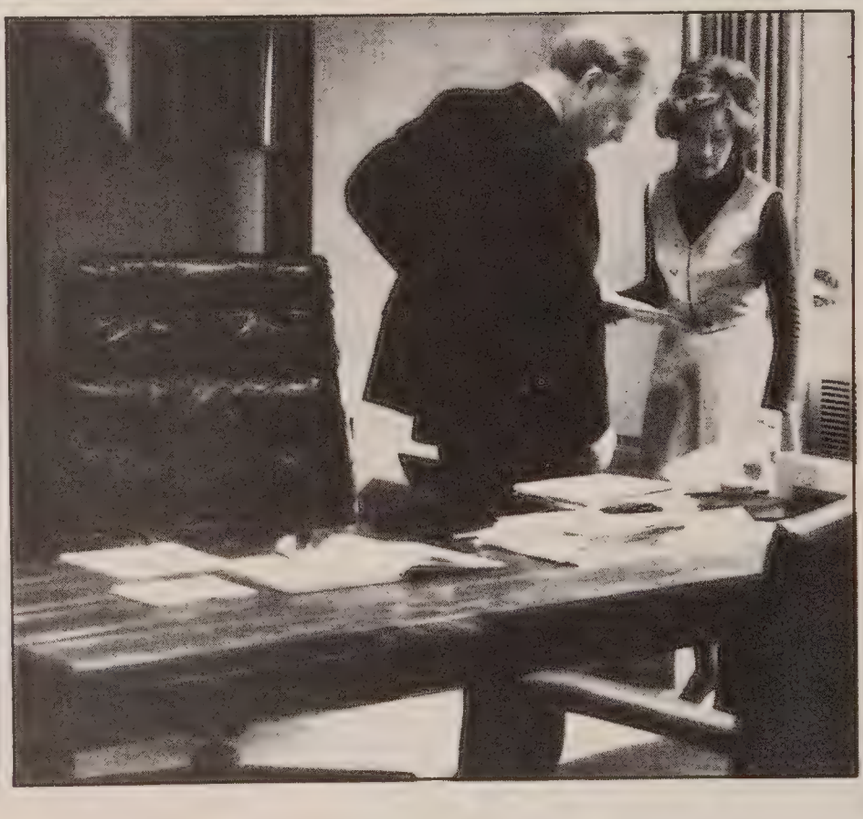
Southern SW-1500 No. 2304 hauling 25-car train through rural setting at Lewis, N.C., on March 23, 1969.

Curtis C. Tillotson, Jr., College St., Oxford, N.C. 27565

Con Rail's Top Brass







(Top left) Edward G. Jordan, chairman of the board and chief executive officer of ConRail, on his first day on the job, April 1, in the old Penn Central offices, 6 Penn Center, Philadelphia, Pa. (Top right) He goes over papers resulting from press, management, staff, financial, negotiation meetings, and meetings to set up more meetings. Vast ConRail map at his back, shows route of the huge, 17,000-mile operation. (Lower right) ConRail head with his secretary, Joan Kerr, tackles last-minute reports.

INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.**

1. Which railroads were melded into ConRail?

Penn Central, Lehigh Valley, Erie Lackawanna, Reading, Jersey Central, and Lehigh & Hudson River, altogether 17,000 miles of track, on April 1. With this vast sweep, those familiar names, plus Pennsylvania, New York Central, Delaware, Lackawanna & Western, and others disappeared forever down the corridors of time.

2. Where is the Forney Museum?

The Forney Historic Transportation Museum can be found at Valley Highway (I-25) and Speer Blvd. in Denver. Driving along I-25, use exit 107 southbound or exit 105 northbound. The museum features three steam locos. UP Big Boy 4005 (Alco, 1941) stands outside the main building. Nearby is ex-Chicago & North Western 444, and inside a German 0-4-0T. Two business cars, one built in 1886, and a diner and a coach make up the passenger car section of the collection. Also displayed are a rotary snowplow and a hack. In addition, there is a fine lot of horse-drawn vehicles and a large collection of antique automobiles. For further info contact the museum at 1416 Platte St., Denver, Colo. 80202.

3. Tell me about the world's first successful rail suspension bridge?

Built by Charles Ellet in 1848 across the Niagara Gorge below the famed falls, it was strengthened in 1855 by John A. Roebling and an upper deck added to carry a railway to connect the Great Western of Canada with U.S. lines. It measured 821′, 4″ between the towers and carried a double-track rail line on the upper deck and a road beneath. In 1897 a steel arch bridge replaced it.

4. Which was Alabama's first railroad?

This state was a pioneer in railroad building. When steamboat transportation over Muscle Shoals failed to justify early hopes, Tennessee Valley planters organized the Tuscumbia Ry. connecting Tuscumbia and the Tennessee River. As the first railway west of the Appalachians and south of the Ohio River and chartered in 1830, it was only 2.2 miles long. Five years later it was extended 44 miles around the Shoals to Decatur. Rails were strapiron laid on wooden stringers. Financed with planters' money, the road (renamed the Tuscumbia, Courtland & Decatur) eliminated the hazards of Muscle Shoals in hauling cotton to New Orleans.

On Dec. 15, 1834, a woodburner and two cars made the first run between Tuscumbia and Decatur. Later, mule-teams were used sometimes as motive power, with relay stations every few miles. In 1847, after uncertain operation, the road was reorganized as the Tennessee Valley R.R. After the Civil War it became part of the Memphis & Charleston. Experts on this line are the North Alabama Railroad Club, the Montgomery Chapter of NRHS, Heart of Dixie Chapter of NRHS, and Tennessee Valley RR Museum.

5. Is the Crab Orchard & Egyptian R.R. running this year?

Yes, as far I know. Trains leave the brick depot in downtown Marion—one mile east of Rte. 13 exit of Interstate 57 in southern Illinois—daily through mid-September and weekends until mid. December. It's a 15-mile, 70-minute trip pulled by 2-4-2 ex-Central Ill. Public Service No. 5 (Porter, 1946) over an ICG branch line through the countryside to the Crab Orchard National Wildlife Refuge. The train consists of former IC coaches previously used in Chicago commuter service. Displays include No. 17, ex-Roberval & Saguenay 2-8-0, obtained last year for future use, a steel side-door van from the ICG, and a wooden caboose from the Elgin, Joliet & Eastern.

6. My late husband worked for the Missouri Pacific, covered by railroad retirement, and another job under Social Security. Could I get any residual payment and still keep my rights when I become eligible to a benefit based on my husband's Social Security earnings?

Yes, but you will have to sign a waiver of any future rights to benefits based on your husband's railroad earnings. This will not affect any rights you may have to a Social Security widow's benefit based on your husband's Social Security credits alone.

7. Words wanted to "The Switch Tender," by C. J. Byrne.

Spanning the Niagara. Steel arch bridge, built in 1897, replaced earlier Roebling span built in 1853.

Erie Lackawanna 365 at Scranton, Pa., April 1, '67; nine years from ConRail.
F.W. Trittenbach, 661 Chestnut St., Emmanus, Pa. 18049

A little red shack built close to the track,
With a window in either end;
A little red door and ten feet of floor,
And plenty of switches to tend.
A little old man with only one hand,
And a little old pipe made of clay,
And a little old smile from old Erin's isle—
He's a happy old fellow all day.

In that little old shack built close to the track,
There are memories of bygone years;
When youth at its prime was all summertime,
Now gone amid sorrow and tears.
When this little old man with only one hand,
In the days of the old link and pin,
While coupling up cars was caught in the bars
And the iron hand of Fate turned him in.

In that little old shack turn life's pages back,
When youth to success looked ahead;
Since those balmy days the future's bright ways
Have changed like the hair on his head.
As he sits there tonight in the glare of the light
That shines through the little stove-door,
You can easily trace, by the lines on his face,
The sadness and gladness of yore.

When you come along and the switches are wrong,
And the lights all around you are red,
Don't curse and abuse, and shout and misuse,
Have respect for the weary old head.
For that little old man with only one hand
May soon pass away from your view;
And the iron hand of Fate may not hesitate
To make a switch-tender of you.

8. When was New Haven's Danbury branch electrified?

On July 10, 1925 between South Norwalk and Danbury, Connecticut.

9. How can I contact the Ontario Rail Association?

By writing to them at Box 64, Brampton, Ont., Canada. The group has an interesting collection of locomotives and passenger cars. Besides two operating ex-Canadian Pacific engines, Eight-wheeler 136 (Rogers, 1883), and 4-6-0 No. 1057 (Montreal, 1912), they have an 0-6-0 No. 9 from Essex Terminal, ex-CP Mikado 5361, a Shay, and several tank locos. Passenger equipment includes a steel combine and coaches from CN and CP, and the ex-Ontario Northland business car *Temagami.* Don't miss their annual fall foliage trip over the Credit Valley line.

10. Tell me about the Sunset Ry.

This road, owned jointly by Santa Fe and Southern Pacific, was incorporated March 20, 1912, following the consolidation of California's Sunset Railroad and the Sunset Western. It operates from a Santa Fe and Espee connection at Bakersfield to Taft, Calif., 48 miles. Santa Fe ran the line until last December 31, the SP took it over for five years.

11. Which railroad disaster took the greatest number of lives?

Possibly the tragedy of March 2, 1944, in which 521 persons perished. The death train stalled in a tunnel two miles long, south of Salerno, Italy, and locomotive smoke asphyxiated all but about six of the passengers. Because of wartime censorship, details were suppressed at the time. The train had entered a narrow tunnel outside Balvano, enroute from Naples to Pontenza on an overnight run. Most of the passengers were asleep in berths or coach seats. Some 500 yards inside the tunnel, the train started to slip down a grade. The engineer managed to stop the slide with his brakes, then pulled out the throttle for full speed to gain traction, filling the narrow tunnel with thick black smoke. When his body was found, his hand was still on the throttle.

I also recall reading about a troop train which ran away down a steep, mountain grade, also in wartime, maybe in Italy, killing an estimated 1200 riders, but we don't know the details. Possibly a reader can enlighten us.

12. Where are Amtrak's French-built Turbotrains operating?

Four between Chicago and Detroit. Another between Chicago and Milwaukee. Some time this year a similar train has been slated for service between New York City, Albany, and Buffalo.

13. Name the steam roads that ran in Arizona in 1937.

There were eight, namely; Apache; Santa Fe; Magma Arizona; Ray & Gila Valley; Southern Pacific; Tucson, Cornelia & Gila Bend; Verde Tunnel & Smelter; and Yuma Valley.

14. How do I find the Strasburg, R.R.?

Located on Rte. 741 in the Pennsylvania Dutch country a short distance from Lancaster, Pa., it runs several daily 9-mile, 45-minute round trips between Strasburg and Paradise, close to the ConRail right-of-way, through October, and weekends into late November. You might write them at P.O. Box 96, Strasburg, Pa. 17579, for a timetable on train frequency. Trains operate with open-window, platform, wooden combine and coaches. The "Hello Dolly" open car is a good conversational ride. Locos consist of No. 4, an 0-4-0 Camelback (Baldwin 1905); ex-CF&I 0-6-0 No. 31 (Baldwin, 1908), ex-Great Western 2-10-0 No. 90 (Baldwin, 1924); ex-Pennsy Eight-wheeler 1223 (Juniata, 1906), and ex-CN Mogul 89 (Canadian built, 1910). On display are numerous cars and locos. A *must* for anyone visiting the Strasburg R.R. is a short walk to the nearby Railroad Museum of Pennsylvania, with its fine collection of historic old motive power and equipment.

15. Who was William Crooks, for whom a steam loco was named?

Born in New York City on June 30, 1832, William Crooks became a West Point cadet but left before completing his last year in order to join his first love, engineering. After service with various railroads, he went to Minnesota in 1857 at age 25, drove the first spike for the St. Paul & Pacific R.R., the first railway to be built in Minnesota, and eventually became its chief engineer. His military training enabled him, during the Civil War, to gain the colonelcy of the Sixth Infantry and later see action in the Indian uprisings in Minnesota and the Dakotas. Turning to politics, Col. Crooks was elected to both the Minnesota House and Senate. He died on Dec. 17, 1907, still a railroad man, being connected with the Oregon Railroad & Navigation Co. in Portland, Oregon.

Midwest Railroad Historical Foundation engine 4070 at speed on Chessie System track at Cuyahoga Valley, Ohio, on weekend service on sultry Aug. 17, 1975.
Paul Baumgartner, 315 John St., Clare, Mich. 48617

RUNNING EXTRA

IF BIG BOY 4-8-8-4 was considered the largest steam engine in U.S.A., what about the 2-10-10-2?—Unsigned.

CANADIAN NATIONAL'S 6000-series steamers were Mountain types, not Northerns as your April issue stated. They were: Class U-1-a to class U-1-e 6000-6058 and class U-I-f 6060-6079 (semi-streamlined).

Class U-2-a to class U-2-f, 6100-6189. Class U-2-g to class U-2-h, 6200-6264. Class U-3-a to class U-3-b, 6300-6336 (GTW). Class U-4-a, 6400-6404 (streamlined). Class U-4-b, 6405-6410 (GTW streamlined).

Other CPR Ten-wheelers preserved, besides the 1057, are 894 at Doon, Ont.; 926 at Ottawa, Ont.; 972 at Williamsport, Pa.; 999 at Delson, Que.; 1095 at Kingston, Ont.;and 1098 at Bellows Falls, Vt.

Also, ex-CPR Pacific 1201 (CPR Angus Shops, 1944) operates out of Ottawa this summer on specials. CN 6060 is running out of Toronto again this summer.—Rick Mannen, RR. 2, Lynden, Ont., Canada.

RE HAROLD BLANEY's query, the third cylinder on a rod-driven steam engine was located between the two outside cylinders, somewhat higher and tilted to the rear. It drove a cranked axle on either the No. 1 or No. 2 wheelset. A three-cylinder engine was much more powerful than a two-cylinder job of the same weight. See the book *Three Barrels of Steam,* by Jim Boyton, published by Gregg/Glenwood, for full mechanical info. The 1925 *Locomotive Cyclopedia* is also very useful.—J.W. Mathews, Jr., P.O. Box 18-007, Seattle, Wash. 98118.

I'M A MEMBER of the Elgin Historical & Genealogical Society. We need copies of application for employment, working papers, or pay records of Richard Cahill, who worked for the Chicago & North Western in the Huntley, Ill., area prior to 1864, and Thomas I. Durkee a ship's joiner on the Pennsy in Hoboken, N.J., area about 1900. Any historian help me on this?—Daniel Cahill, 1015 Bellevue Ave., Elgin, Ill. 60120.

AS TO QUERY in recent issue if signal bridge was called a gantry, I'd say no; but it could in another respect, because the word is defined as a structure that spans something. My dad spent his life in signal work and I traveled around the country with railroad men. The gantry was usually the big crane in a railroad yard that spanned a roadway, with one or more sidings used to transfer heavy material between rail cars and trucks. It was generally mounted on motor-driven wheels that ran on their own rails, so the operator could work a string of cars without a switch engine.—M.V. Stecher, 19 Woodland Dr., RD 1, Boonton, N.J. 07005.

I WANT detailed info on loco known as Centipede, a six-cylinder compound monster with 24 driving wheels. She was short lived and, I believe, cut up and converted to more conventional types, disappearing just prior to the advent of diesels.—C.F. Stetson Dillon, 4804 Orinda Ave., Los Angeles, Calif. 90043.

WHAT WAS the longest freight train ever run on the Maine Central?—John Burhoe, 26 Dewey Ave., Centredale, R.I. 02911.

QUESTION was asked in Dec. '75 about the Wisconsin & Michigan and the Keweenaw Central, both of which ran in the Upper Peninsula of Michigan. The W&M ran from Peshtigo, Wisc., and Menominee, Mich., through a corner of northeast Wisconsin, to Michigan, ending up in Iron Mountain via Vulcan and Norway. The right-of-way is still visible. Details on the line are in *Fading Glory,* a book by Frederick G. Harrison.

There were two Keweenaw Centrals: the original ran in the early 1900s from near Calumet, Mich., to Lac LaBelle and Mandan to serve copper mines, and gave up in the late 1930s. Clint Jones, one of your magazine's *Interesting Railfans,* operated a tourist line in the 1960s over the Copper Range from Calumet, using the name Keweenaw Central. See *Railroad's* cover for Sept. '69. The KC has never been written up as far as I know.—Father Herman Page (an *Interesting Railfan),* St. Andrew's Episcopal Church, P.O. Drawer E, Liberal, Kan., 67901.

I WANT STEAM rosters of following roads: Rock Island, MP, SAL, ACL, FEC, BAR, B&LE, B&M, Frisco, and Maine Central. Will swap other data or builders' pix for this info.—Cecil Church, 216 Mideau Terrace, Ottawa, Ont., Canada K1M OZ2

ANYONE know the history of Memphis & Charleston in Alabama, where it connected with the NC&StL for trains from Stevenson to Chattanooga? Also, where can I get a history of NC&StL?—Harold King, Box 504, Stevenson, Ala. 35772. *(Ed note:* For M&C info try North Alabama Railroad Club, P.O. Box 4163, Huntsville, Ala. 35802).

IS THERE such a thing as a *Railroad Dictionary?* If so, where can I get one?—Bradford Holden, Ben Franklin Nursing Home, 45 Union St., Franklin, Mass. 02038.

I WANT name and address of concern that offered 16x21″ photo of *20th Century Limited* advertised in *Switch List.*—John Stone, 6810 Chambers Ave., Cleveland, Ohio 44105.

RE HAROLD FRANCK'S letter in Nov. '75, the Grand Canyon Ry. branch was built with Santa Fe money and under their supervision. The separate company created while it was under construction is now entirely within the SF corporate structure. Years ago, separate employee passes were issued, showing the Grand Canyon Ry. printed on them.—W.O. Gibson, 1320 Van Buren St., Apt. 2, Amarillo, Texas.

WANTED: a list of railroads and industries having locos or other rolling stock with Bicentennial colors.—Harry Smith, RD2, Box 30, Unadilla, N.Y. 13849.

I HAVE a promissory note from the Dubusque (Iowa) Western R.R. dated Jan. 13, 1858. Is it worth anything? What happened to the DW?—Lauretta Williams, 34376 Atteridge Court, Fremont, Calif. 94536.

WILLIAM STAMBACK comments on the word Enola and the former Pennsy yards there. Wesley G. Miller bought a large tract of land along the Susquehanna River, on which the Northern Central R.R. subsequently decided to set up a flag sta-

tion. The railroad gave him the privilege of naming the station, which he did, after his daughter Enola (an odd name. Spell it backward.) Later, after the RR bought 100 acres from Mrs. Miller for a freight yard, the name Enola carried over from the station when operation of the yard began in 1905.—L.J. Redman, treasurer, Train Collectors' Assn., 7115 Church Ave., Ben Avon, Pittsburgh, Pa. 15202.

I WANT info on EJ&E and Duluth, Winnipeg & Pacific.—David Brown, 242 Waterloo St., St. Johns, New Brunswick, Canada.

RAYMOND LOEWY is or was an architectual designer of passenger trains, including the streamlined *Super Chief.* We own the diner from that train. If he is still living, we'd like to contact him.—Wayne Kerslake, 5212 W. 47th St., Sioux Falls, S.D. 57106.

INFO on ex-N&W locos on D&RGW in your Oct. '75 issue wasn't complete. Norfolk & Western 2-6-6-2's 1453 and 1457 came in '42 and were renumbered 3350 and 3351. In the same year N&W 2-8-8-2's 1701, 1722, 1724, 1728-1730, 1710, and 1727 were renumbered 3550-3557. They were followed by 1706, 1709, 1713, 1714, 1719, 1725 and 1726, renumbered 3558-3564 in '45, and 4-8-2s, 206-209 became D&RGW 1550-1553. Class M69.—Robert A. Le Massena, 1795 S. Sheridan Blvd., Denver, Colo. 80226.

WANTED: *Tales of the Telegraph,* by Ewind Brady, published by Doubleday & McClure Co., and other books mentioned on page 9 of Feb. '76 Railroad Magazine.—David H. Owen, 2236 Hillcrest Dr., Meridian, Miss. 39301.

WHERE can I get a Youngstown & Southern steam roster? I worked on this line after finishing school; my father still does.—Rev. Charles C. Shell, 2127 Gilles St., Wilmington, Del. 19805.

DID THE CM&StP ever run passenger trains on the Chicago-Evanston branch? If so, when? How far north did the branch extend into Evanston? When did C&NW elevate the track from Chicago through Evanston? When did passenger service in Chicago change from Well St. station to Madison St. terminal?—Oakman Mullen, 1214 Thrush St., Green Bay, Wisc. 54303.

WHO HAS info on the Staten Island Rapid Transit?—Geo. B. Allen, Seven Redgrave Ave., Bay Terrace, N.Y. 10306.

WANTED: words to a poem printed in B&O employees magazine in late 1920s. It started with "When the train pulls in at Piedmont, all the people hurry down."—John J.Botkin, 1075 Acacia Ave., Sacramento, Calif. 95815.

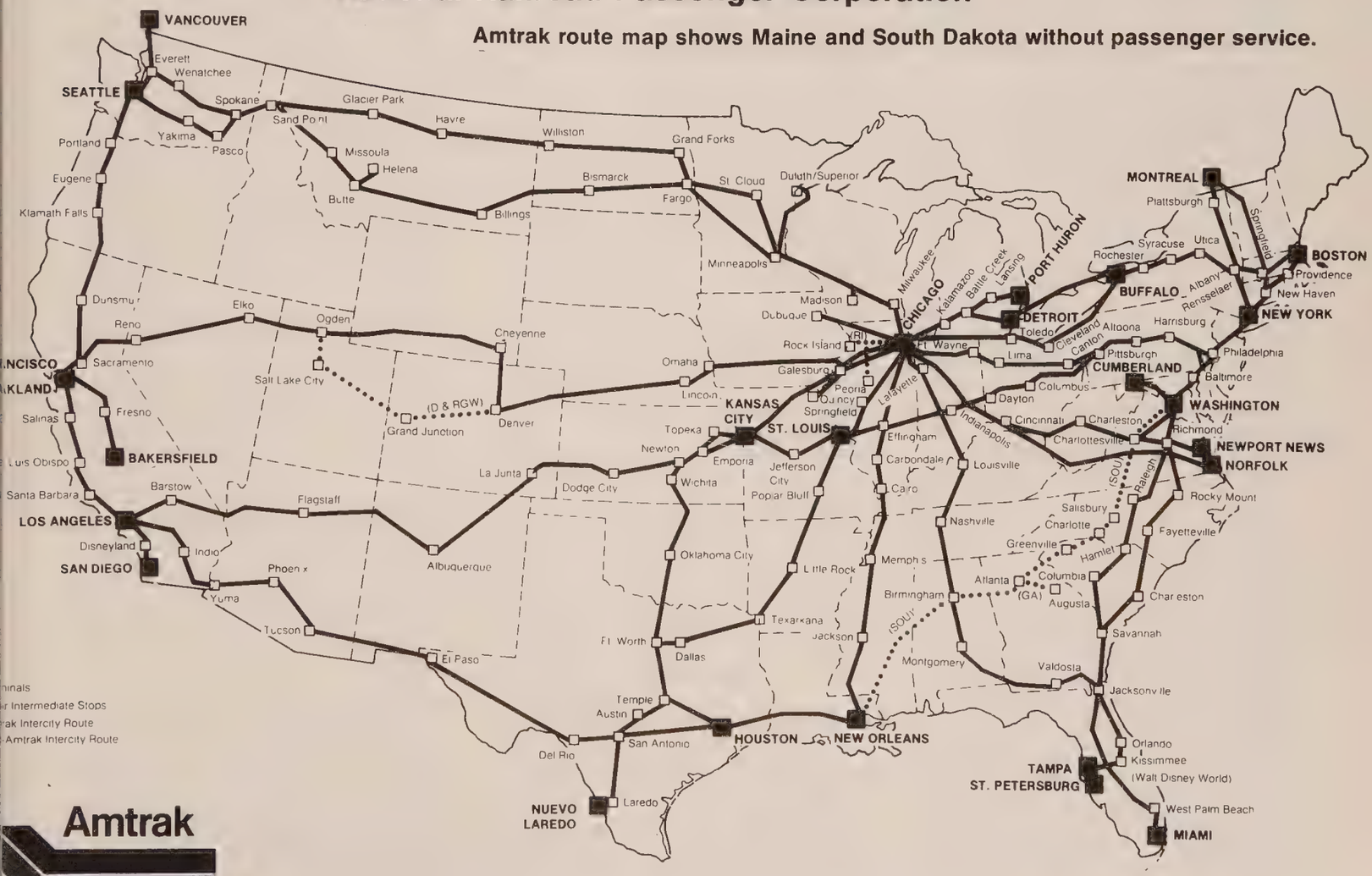
WHAT'S the future of the former PC line between Zeaning, Ill., and South Bend, Ind.? When did the last passenger train run? It started out as the Ind., Ill., & Iowa, then Chicago, Ind. & Southern; Lake Shore & Michigan Southern; New York Central, and finally Penn Central.—Walt Sylvester, 100 Hyde Ave., Bellwood, Ill. 60104.

RUNDOWN WANTED on the old Montana, Wyoming & Southern that operated long ago in the coal mining area around Bear Creek, Mont.—Wilder Barnes, 5986 9th St., North Arlington, Va. 22205.

INTERCITY RAIL PASSENGER ROUTES

National Railroad Passenger Corporation

Amtrak route map shows Maine and South Dakota without passenger service.



Amtrak

A NATIONWIDE RAILROAD—Amtrak's route system serves the country from coast to coast and from Canada to Mexico.

PASSENGER TRAIN SURVEY

AMTRAK's new French Turboliners, have been operating for more than a year between Chicago and Detroit. They sparked a major revival of rail passenger service in Michigan. The trains are so popular, in fact, that the Chicago-Detroit line has risen in status to become Amtrak's busiest corridor in the Midwest. Intermediate cities served by Turboliners include Niles, Kalamazoo, Battle Creek, Albion, Jackson, and Ann Arbor.

More than a year ago, too, Amtrak increased frequency to three round-trips on the 279-mile route. The service replaced two Amtrak trains—the *Wolverine* and the *St. Clair*—which used older, conventional equipment.

"The Turboliner experiment is a success story," says Paul H. Reistrup, president of Amtrak. "Every month the ridership toll shows a strong growth."

The Turboliners are capable of speeds up to 125 miles an hour where track conditions permit and actually run as fast as 134 miles an hour during tests in France. While they operate at significantly lower speeds between Chicago and Detroit pending track improvements, the improved ride comfort, lower noise levels, better food service, and increased train frequency have proven to be a major attraction to the public.

Amtrak officials believe the Turboliner experience is a textbook example of how to bring about a revival of rail passenger service all over the country with the right equipment and increases in frequency.

A modest speed-up was achieved last summer when from five to ten minutes was cut from Turboliner schedules as a result of a $643,890 track and signal improvement program funded jointly by Amtrak and the State of Michigan. But Amtrak would like to invest more money, and cut more time, between Chicago and Detroit. Last summer Reistrup testified before a Congressional committee in support of an $85 million program to upgrade the route as part of a $700 million national track plan.

"The Federal Government is not going to get full value received for investment in new high-speed equipment unless track is improved," according to Reistrup, pointing to the success of the Detroit Turbo service. "We will do even better if we can cut more time out of the schedules."

So successful is the Turboliner experiment that in July '74 Amtrak ordered seven additional turbine-powered trains from the Rohr Company of Chula Vista, Calif., for $30.3 million. The units in production have been modified from the original French design to meet the special requirements of the New York-Albany-Buffalo line. After testing, the first train will go into service late this summer.

Numerous requests are being made for Turboliner service elsewhere. Appeals have come from Seattle, Los Angeles, Pittsburgh, Dallas, Cleveland, and Miami to run the trains there. But Amtrak just doesn't have enough Turbos to go around.

A SUMMER-ONLY experimental train, the *Palmetto,* with new Amfleet equipment, is being operated between New York City and Savannah, Georgia, effective June 15th through September 8th. Thus for the first time since Amtrak began five years ago, convenient daylight service is offered to points in the Carolinas. The *Palmetto* is utilizing new rail passenger equipment in the South for the first time in two decades. Major intermediate southern points include Richmond, Fayetteville, Florence, and Charleston. Two new stops in South Carolina are given summer-only *Palmetto* service: Dillon and Kingstree.

Two long-distance trains, the *Silver Meteor* and the *Champion,* were combined, effective April 25th, between New York and Jacksonville, reverting to the schedule in effect last December. Also on April 25th Amtrak changed the stop pattern south of Jacksonville on the *Floridian* from Chicago, added a new stop at Palatka, Fla., and offer additional train service in Kissimmee, Florida.

Quantico and Fredericksburg, both in Virginia, were served by one train each way daily, the *Silver Star,* until these points received added summer service with the *Palmetto.*

By the time of this summer's big birthday party on July 4, the slogan in many parts of the country will be: "The Amfleet is here!" The Amfleet is an array of brand-new stainless steel passenger cars. They are increasingly replacing equipment which had averaged 25 years in age. Amtrak ordered 492 from the Budd Co., and by July 4 more than half will be in service. They are being delivered one each working day from the Philadelphia plant.

TO ALLOW for major track rebuilding between Boston and New Haven, Amtrak has lengthened schedules on most trains north of New Haven. The added time, ranging from 6 to 17 minutes per train, improves dependability and on-time performance despite the running through areas where gandy dancers are upgrading track.

The right-of-way work is the initial phase of a five-year track-upgrading project designed to improve passenger train reliability and speeds between Boston, New York, and Washington, D.C.

Amtrak and Greyhound have signed an interline agreement providing a direct rail-bus connection at Boston's South Shore Station and through-ticketing by each carrier and its agents to and from scores of New England and some Canadian communities, effective June 23.

Schedules for weekend-only trains and the daily *Night Owl,* all of which operate at times when tracks will be clear of work crews, will keep their present schedules. No changes in running times are planned for trains south of New Haven. Service frequency along the entire route remains the same. Train speeds will increase gradually and ride quality will improve as track upgrading progresses.

Elsewhere, too, track rebuilding has caused a lengthening of schedules. On the Illinois Central Gulf this practice temporarily affects service between Chicago and Champaign-Urbana and New Orleans. After completion of ICG trackwork, faster schedules will be restored for the three trains involved, the *Illini, Shawnee,* and *Panama Limited.*

The added time, from 10 to 45 minutes per train, will improve dependability and on-time performance despite the need to operate through areas where maintenance crews will be upgrading track. Trains will often switch from the particular track where maintenance personnel are at work to another which is clear of track crews and machinery.

Passengers on the *Palmetto* will find the ride in Amfleet cars smooth because of improved suspension, and the atmosphere quiet due to extensive use of soundproofing and carpeting on floors, walls, and ceilings.

The new cars are equipped with electric heating—instead of old-style steam heat. Also air-conditioning, humidity control, automatic sliding doors, individual reading lights, pulldown seat trays for eating or writing, and a modern public address system.

EXPENSE ACCOUNTS of Amtrak brass collars are coming in for quite a bit of criticism. According to Jack Anderson's syndicated column, "Washington Merry Go-Round," their "business expenses" hit $49,000 last year, most of it for food and liquor.

"In fact," Anderson writes, "Amtrak sometimes picks up the tab when its executives simply go out for cocktails. . . . The bills were charged to Amtrak which pays them, of course, with taxpayers' money."

Anderson also reports that the taxpayers pay for Amtrak President Reistrup's membership dues at various elegant clubs, including the Army-Navy Country Club and downtown Army-Navy Club in the Washington area and the AthETIC Club in Chicago. Although Amtrak is trying to induce the public to ride the rails, it laid out $612,574 for air travel but its executives last year, despite the fact that they are entitled to ride the rails free of charge.

A SECOND daily round trip has been added to Amfleet service between Chicago and St. Louis. As the nation went to Daylight Savings Time on April 25, two of the three Chicago-St. Louis trains began operating regularly with new Amfleet cars. The *Ann Rutledge,* Amtrak's trains 301 and 304, named for Abraham Lincoln's first sweetheart, have begun using Amfleet equipment. The new cars are now used regularly on the *State House* also. The *Ann Rutledge* departs from Chicago at 8:10 a.m. and arrives in Springfield at 11:16 a.m. and St. Louis at 1:30 p.m. Northbound, it leaves St. Louis at 4 p.m., reaching Springfield at 5:50 p.m. and Chicago at 9:15 p.m.

Northbound *State House* highballs out of St. Louis at 4:20 a.m. and Springfield at 6:30 a.m. and pulls into Chicago at 9:50 a.m. Southbound, it leaves Chicago at 5:45 p.m., arriving in Springfield at 9:05 p.m. and St. Louis at 11:30 p.m. The third daily St. Louis-Chicago train, the *Abraham Lincoln,* is still using conventional equipment, including full dining and parlor car service.

Also on April 25, schedules were adjusted slightly for several Turboliners operating between Chicago and Detroit. Train 353 now leaves Detroit at 11:25 a.m., five minutes earlier than previously, and operate five minutes earlier throughout its run. Train 355 now pulls out of Detroit at 5:15 p.m., 15 minutes later than before, and reaches Chicago 15 minutes later than its former schedule. Eastbound, one Turboliner, No. 352, departs from Chicago at 1:40 p.m., ten minutes earlier than previously, and arrive at all points ten minutes earlier.

AMTRAK and the State of Nevada jointly sponsor a new Los Angeles-Las Vegas train, the *Las Vegas Limited,* which hit the rails on May 21. This newcomer makes one round trip per week, leaving Los Angeles on Friday afternoons and returning from Las Vegas on Sunday afternoons.

Eastbound, it follows this schedule: leave Los Angeles at 1:30 p.m.; Pasadena, 2; Pomona, 2:35; San Bernardino, 3:15; Barstow, 5:20; and arrive in Las Vegas at 8:55 p.m. Westbound, leave Las Vegas at 2 p.m.; Barstow at 5:40; San Bernardino, 7:30; Pomona, 8:10; Pasadena, 8:50; and rolls into Los Angeles at 9:30 p.m.

The train has coaches and lounge cars for a minimum capacity of 300 persons. Reservations are necessary. Besides regular fares, Amtrak offers a three-day round-trip for the weekend traveler at a savings of 25 percent.

Amtrak launched the new service at the request of the State of Nevada. Under the Amtrak Act, states or local transportation authorities may request additional Amtrak service if they agree to pay half of any start-up costs and operating losses.

AMTRAK will spend $740,775 to renovate the air-conditioning system in New York's Penn Station and make other improvements such as cleaning, painting, and repair of walls and ceilings, repair of platform surfaces, replacement of lights on platforms, and rehabilitation of rest rooms. Signs within the station will be replaced or iproved and the public address system will be bettered. New seating will be provided in the public waiting area. Platform stairs and escalators will be enclosed to prevent heat and odors from the platform areas from reaching the station.

Amtrak assumed control of this station from the former Penn Central Railroad on April 1 as part of its purchase of passenger facilities in the Boston-Washington rail corridor. Penn Station ranks first among Amtrak edifices in revenue and ridership. An average of 16,533 Amtrak passengers use the station each day in addition to thousands of commuters. Total revenue to Amtrak from ticket sales, baggage, and mail express service at this great terminal exceeds $2.5 million a month.

The New York-Detroit *Empire State Express* has been renamed the *Niagara Rainbow* and on April 25 for the first time since the service began in September, 1974, it began to handle local passengers between Windsor, St. Thomas, and Fort Erie, Ontario. Previously, the train carried only international travelers at the three Canadian cities. The Canadian Transport Commission has authorized Amtrak to haul inter-Canadian passengers.

The *Niagara Rainbow* stays on the *Empire State Express* schedule, leaving New York City at 8:30 a.m. and arriving in Detroit at 10:05 p.m.; returning from Detroit at 8 a.m. and arriving New York at 9:50 p.m. Eastbound it stops in Windsor at 8:10 a.m.; St. Thomas at 10:02, and Fort Erie at 12:07 p.m. Westbound stops are Fort Erie at 5:45 p.m., St. Thomas at 8:03 p.m., and Windsor at 9:45 p.m.

EVER wonder why railway and rapid transit passenger cars almost never leak? It's because heavy emphasis is placed on selecting quality materials for the car roof and having the metal roof properly joined. For example, when Budd Co. designed the multi-million-dollar fleet of passenger cars it is building for Amtrak, much attention was paid to roof joint design. The car roof is subjected to great stress and vibration as the heavy wheels roll over steel rails. Because this severe service may soon loosen standard mechanically-fastened joints to the point where leakage can occur, it was felt necessary to seal them with 50/50 tin-lead solder to insure watertightness. The 492 cars Budd is building for Amtrak will cost $192 million. Designed for maximum passenger comfort, they undergo quality control checks and inspections. For example, to insure that each car is watertight, it is sent through a man-made cloudburst. The entire car is sprayed with 1,280 gallons of water per minute.

AN EXPERIMENTAL program to solicit new individual and group rail travel through use of expanded staffs in its New York and Bensalem, Pa., reservatins centers has been started by Amtrak. The additional agents are available also during peak telephone hours to answer more quickly public calls for information and reservations.

Amtrak has hired and trained 55 new agents to call thousands of travel agents, commercial accounts, and organized travel clubs. Priority is being given to promoting special travel packages, group moves, excursion fares, and the U.S.A. Rail Pass which allows unlimited travel anywhere in Amtrak's system. And in mid-May, Amtrak enlarged its computerized reservation system by placing more equipment around the country. Over 200 computer terminals are being installed in 90 stations, giving more Amtrak agents direct access to the central computer.

Canada Heard From

OPERATION of transcontinental passenger train services will be continued by CP Rail as long as it is compensated for losses incurred in providing them, the Canadian Transport Commission was told by J.H. Morrish, vice president marketing and sales for CP Rail. He made the statement as CTC began public hearings on mainline passenger services.

Transport Minister Otto Lang has directed the Commission to develop

Two of Roger Clough's depot paintings show (left) CNJ Wilkes-Barre, Pa., and Avoca, near Scranton

plans for a basic rail passenger network that avoids unnecessary duplicatio of rail services, meets the needs of the traveling public, and is commercially viable. In the five-year period since 1971, the two major railways claim to have lost $312,000,000 on their transcontinental passenger trains.

"That's a loss of more than $79 for each and every passenger carried on the transcontinental trains," Mr. Morrish said. "Or a loss of $13.51 for every man, women and child in Canada. There losses have become a heavy burdern on both the Canadian taxpayer, who must meet 80 percent, and the railways, which carry the remaining 20 percent."

"Passengers deserted the railways in the late 1950s when the service was at a very high level in terms of performance, equipment, and amenities. And no amount of service, fare or operating innovations has brought them back in sufficient numbers to cover costs. To the best of our knowledge, no rail passenger system in the world pays its own way. Many governments take the position that there is a role for passenger trains in today's society and use public funds to make them possible."

IT WAS hardly love at first sight. After all, the station building had been around since 1901, long before Chuck Kinrade was born. But when the old Kimberly, B.C., depot was threatened by wreckers the Kinrades unhesitatingly bought it, without a clue as to what they'd do with it afterward.

Then Chuck and Esther found a new problem. They had nowhere to put the station, so they approached Marathon Realty and CP Rail and finally purchased the land on which it stood. Somehow or other something else was added—a genuine CP Rail caboose.

The Kinrades decided to try it out as one of the first of a number of rail depot restaurants across Canada, such as theones at Banff, West Toronto and at Duncan on Vancouver Island. The project soon prospered. While the Kinrades still own the building—with the caboose at the rear as an executive office—the business has been leased to another party.

Chuck and Esther refurbished the former depot inside and out. They also incorporated the original station fixtures into the interior design, an old safe, a clock, some old photographs and the ticket-seller's glass wicket.

Kimberley's businessmen came up with a plan to liven up their city by the adoption of a colorful Bavarian Mountain village theme to decorate building exteriors and interiors. This styling was carried into the exterior design of the old depot which now boasts much more color than when it was Canadian Pacific's plain old Tuscan red.

This story, written by *Interesting Railfan* Nick Morant, special p rail photographer, is reprinted from *CP Rail News* in the hope that it will help other people who are wondering what to do with abandoned railroad depots.

Railroad Station Artist

ADD Roger Clough's name to the list of distinguished artists who specialize in railroad subjects, a list including such *Interesting Railfans* as Otto Kuhler, Peter Helck, Betty Tone Summers' and Ranulph Bye—plus, of course, our own longtime illustrator, the late Joe Easley. Roger lives at 2328 Poplar Street, Philadelphia, Pa. 19130, and has a yen for quaint old railroad stations. His interest dates back to the time when he was twelve years old and living in Alameda, Calif., where he was born in 1935.

Says he: "I can remember hitching rides on the yard goat in the switching yard of the Alameda Belt Line, which ran for about a half-mile to the docks. In summer vacations I would go down the coast to Santa Cruz and meadner along the beach front where the Southern Pacific tracks ran. From the upper deck of a motel I loved to watch the steam engines chuff by with their beautiful squirrel plumes of smoke trailing skyward and listen to the thunder of their exhaust.

For the past four years Roger has been working on a series of oil paintings of railroad stations of the late 1800s. So far he has completed thirty of them. He travels throughout eastern Pennsylvania to sketch the depots which appeal to him and then takes the sketches back to his studio in Philadelphia, where he makes the finished paintings. His work is being exhibited this June at the Historical Society of Schuylkill County in Pottsville, Pa., and in October at the Chester County Historical Society in West Chester, Pa. Next spring they will be displayed again, this time in the Raleigh, N.C., Museum of History. Many museums, colleges, and historical societies have shown an interest in his station paintings.

Roger Clough studied art at the San Francisco Academy of Art, the Samuel Fleischer Art Memorial and the Pennsylvania Academy of the Fine Arts in Philadelphia. His work has won some enviable awards. He hay taught art at the Conestooga High School, Berwyn, Pa.; the Jefferson Community Mental Health Center in Philadelphia and the Eastern Pennsylvania Psychiatric Institute in Philadelphia. He has had many one-man shows and had his work reprodqved in a long list of newspapers and magazines. At least two dozen public and private collections own some of his paintings. ●

HOBBY CLUB

conducted by Sy Reich

Looking down along Denver, South Park & Pacific and Alpine Tunnel as it was in 1889. Rocky Mountain Railroad Club has Colorado Centennial book on DSP&P.

Photograph by W.D. Logan

WHILE MOST of the U.S. is celebrating our Bicentennial by visiting the Freedom Train in the East and South, riding special fantrips, and other programs, rail enthusiasts invading Colorado this year will find a twin Bicentennial-Centennial atmosphere prevailing. Colorado Territory became a state Aug. 1, 1876, nicknamed the Centennial State, and rail historical societies are going all-out for the anniversary.

Intermountain Chapter of NRHS is observing the Centennial on the exact date, Aug. 1, with Rocky Mountain railfandom's favorite UP 8444 hauling a special train from Denver to Laramie and back. The trip will carry a one-day RPO marking the event. Pix stops en route and a Western-style lunch at Laramie will be included in the $33 fare. Tickets are going fast, but you still might find some if you write promptly to the chapter at P.O. Box 5181, Denver, Colo. 80217, with SSE. Another NRHS chapter, Colorado Midland at Colorado Springs, has scheduled for this year's meetings a series of interesting historical programs on the state's railroads. For details contact them at P.O. Box 824, 80901.

Rocky Mountain Railroad Club is selling a memorial edition of Mac Poor's fine book, *Denver, South Park & Pacific*, with 500-plus pages, for $24. Write them at 2561 S. Cook St., Denver, 80210. Bob Richardson tells us that the Colorado Railroad Museum is planning, around Aug. 1, special activities for about a week involving operations of restored engine 318, as well as 346 and the Goose. Also lively indoor programs.

While in Colorado, remember the narrow-gage Durango to Silverton run and the Cumbres & Toltec Scenic. Reservations are a must on both lines, so don't just jump down on the chance of finding seats available. Write D&RGW at Durango for details on the Silverton run, and C&TS R.R., Box 325, Antonito, Colo. 81120, or Box 789, Chama, N.M. 87520.

PHILADELPHIA, scene of many Bicentennial events this year, will also be the locale of the annual NRHS convention over Labor Day weekend, with the Bellevue-Stratford Hotel as headquarters.

THIS JULY 6TH, writes Gary Pollock in Scotian Railroad Society *News*, will mark the centennial of through passenger service between Nova Scotia and Central Canada. On that date in 1876 the first such train from Halifax arrived at Quebec City (Levis). Among the many riders was S.L. Tilley of New Brunswick, in a specially-built private car. SRS wants to mark this event with a look back at the historic trip. The Society needs pix, menus, newspaper accounts (from towns along the route), promotion literature, info on rolling stock and locomotives, and timetables. Contact Gary at SRS, P.O. Box 798, Armdale Postal Station, Halifax, N.S., Canada.

"DUTCH" HENDRICK, ed. of Southern Calif. Chapter of R&LHS newsletter, is looking for material on the opening of the Southern Pacific line into southern Calif. The two sections of track met at Lang in Sept. 1876 and, says Dutch, possibly the summer heat was too much for the early-day photographic equipment. At least, there is no record of any photos of the event. Espee's early records were destroyed in the 1906 earthquake and fire in San Francisco. The chapter's Observation Platform wants to publish a special account of this historic event and want to locate any material incidental to this occasion. Write W.C. Hendrick, 3949 Lees Ave., Long Beach, Calif.

TWO NORTH CAROLINA railfans who expect to travel through New York City in July ask about New England's three big trolley museums. "What have they got and how do we get there?"

Branford Trolley Museum is in Branford, Conn. When traveling east from New York City along Conn. Turnpike take exit 51 (westbound exit 52) and follow signs from East Haven Green to the Sprague Bldg. at 17 River Street, where the line begins. The museum has many special events over its 3 miles of track, through fields and next to salt marshes, including their popular Pageant of Trolleys featuring a parade of elderly cars. Equipment most often operated includes Conn. Co. open cars 1414 and 1425; Johnstown (Pa.) lightweight 356; Third Ave. (New York City) lightweight 629; Brooklyn (N.Y.) convertible 4573, and North Shore interurban 709. Hopefully, this year the old inspection car No. 500 will see service. In Branford's

collection are about 80 streetcars, interurbans, work cars, and other vintage electric railway equipment on display. Sprague Memorial Bldg. contains photos, models, and exhibits. For latest info write them at Branford address.

Conn. Electric Ry. Assn. at Warehouse Point is a few miles north of Hartford on Rte. 140, one-half mile east of Bridge Street exit of I-91. Daily operation July 1 through Labor Day, with week day operations 11 a.m. - 5 p.m., including Saturdays, Sundays 12 noon-6 p.m. It is a 3-mile, 15-minute trip through scenic woodlands over a rebuilt portion of the old Rockville branch of the Hartford & Springfield Street Ry. Operating trolleys include the colorful open observation No. 4, ex-Montreal Tramways; Conn. Co. 840, 1326, and 3001, and ex-Boston Elevated, 5645.

Some 40 pieces of electric equipment may be seen at Warehouse Point, among which are many streetcars, freight locos, and work cars. Three steam engines on display are ex-Hartford Electric Light Co. No. 5, 0-4-0T, Alco (Cooke); a Climax from the Middle Fork R.R., and a "fireless cooker." Other rail items are an open platform passenger car, boxcar, and an ex-Central Vermont caboose. Check fares and schedules by contacting CERA, P.O. Box 456, Warehouse Pt., Conn. 06088.

Seashore Trolley Museum on Log Cabin Rd. off Rte. 1, three miles north of Kennebunk, Maine, is the oldest and probably largest electric railway collection in the country. The two-mile, 15-minute ride through woods and fields over the former right-of-way of the old Atlantic Shore Line interurban operates daily through mid-Sept; from late morning until just after 5 p.m., weekend operations run into late October.

Operating trolleys include ex-Conn. Co. 303 15-bench open Brill and 1391, 15-bench open Bradley; 434 closed Stone & Webster standard; Montreal Tramways cars, a closed suburban Brill, and closed interurban Pullman. A covered barn area has exhibits and vehicles ranging from a horse-drawn streetcar to heavy-weight interurbans and PCC equipment. Outside exhibits include work equipment, electric locos, and trolley buses. For latest info write them at 4 East Union St., Goffstown, N.H. 03045.

THOSE ATTENDING the annual meeting of the National Assn. of Timetable Collectors' Continental Hotel, Kansas City, Aug. 12-14, might like to know that Frisco Lines Decapod 1632, located at Ottawa, Kan., and Mike 1352 in Kansas City's Swope Park, will be moved to the Smoky Hill Railway & Historical Society's Kansas City Museum and refurbished as a Bicentennial project. The society already has Prairie No. 5 of Okmulgee Northern.

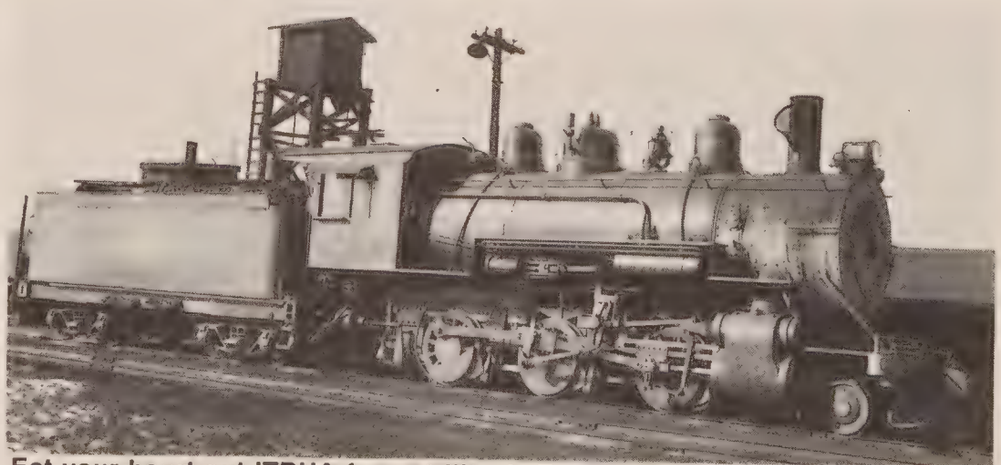
JOHN CONNELLY and all the gang at the Heart of Dixie Chapter of NRHS, Birmingham, Ala., are pretty proud these days. The Alabama Historical Commission 1976 Award of Merit was presented to the club recently by State Senator George McMillan, stating that the honor was given for their work in preserving railroad archives and distributing railroad history information. In addition, Tom Atkinson received a plaque from the Heart of Dixie Club's board naming him as the member who contributed most to club progress last year.

BRITISH LOCO nameplates, cab-sides, smokebox numberplates, and works-plates wanted. Also public timetables pre-1955 and employee timetables pre-1960, in good condition.—S. Hewitt, 31 Wayside Drive, Thurmaston, Leicester, England LE4 8JX.

FROM STEAM (class A's) through mainline passenger and freightelectrics, trolleys (PCC's from St. Louis) to present mainline freight, no company better typifies a cross-section of American railroading than the Illinois Terminal.Several fans in central Illinois have organized the Illinois Terminal Railroad Historical Assn. and invite anyone interested in that unique line to join. On the agenda are a rail meet, restoration projects, etc. For details write John R. Armstrong, 1825 Pasfield St., Springfield, Ill.

MEL PRATHER, ed. of Tacoma Chapter of NRHS newsletter, *The Train Sheet*, asks if anyone has roster info on Tacoma Ry. & Power Co. street and cable cars from 1891 to 1937, including roster lists and car pix. It's all in connection with the city Public Library's Talking History program documenting some of Tacoma's early days. Send info to Robert Paine, 1030 N. Steele, Tacoma, Wash. 98406.

OUR year-old association is dedicated to preserving Manitoba's railway history. A planned 200 mile round trip from Winnipeg to Miami, Man., over trackage of the original Red River Valley R.R. and the Northern Pacific Ry. of Manitoba is set for July 1. Power will be a unique Canada-only CNR GMD-1 diesel. Purpose of the trip is to open the 1889 ex-NP of Manitoba rural depot at Miami as a railway museum by Midwest Rail Assn. The depot has been rehabilitated at a cost of $16,000 and will be officially opened July 1. Our eventual goal is to set up an operating railway museum in our area.—David Osborne, operating vice president, Midwestern Rail Assn., 5-1016 Buchanan Blvd., Winnipeg. Man. R2Y IN5, Canada.



Eat your heart out ITRHA fans at Illinois Terminal 23 in Madison, Ill., in '33.

And out Honolulu way, Ted Gibson reports in the club's newsletter, *Akahele I Ke Ka'achi*, that the 4th will be a great day along Farrington Highway, with assurance from Dick Marshall that WACo 6 will be ready and certified to haul the train, ably assited by Scott Loomer, Ralph Keener, and Drek Oshiro. Following the train will be Dave Wright with diesel 302 pull them back toward Nanakuli. Aloha!

BURT BLANTON, ed. of Southwest Railroad Historical Society, Dallas, Texas, newsletter, *The Clearance Card*, reports publisher Howell North has no immediate plans for a second printing of his book, *400,000 Miles by Rail*. The first printing is almost depleted.

Burt's interesting book about 47 years of traveling on passenger trains in the U.S. and Mexico may be had in Roland Peterson's Switchman's Corner. Also still available there are beautiful 18x24" color prints of "Extra 610 West," by Howard Fogg, for $7.95, plus 5% sales tax locally and one buck for mailing. T&P 610 recently did herself proud on the American Freedom Train. Write Burt at 3708 Harvard Ave., Dallas, Texas 75205. ●

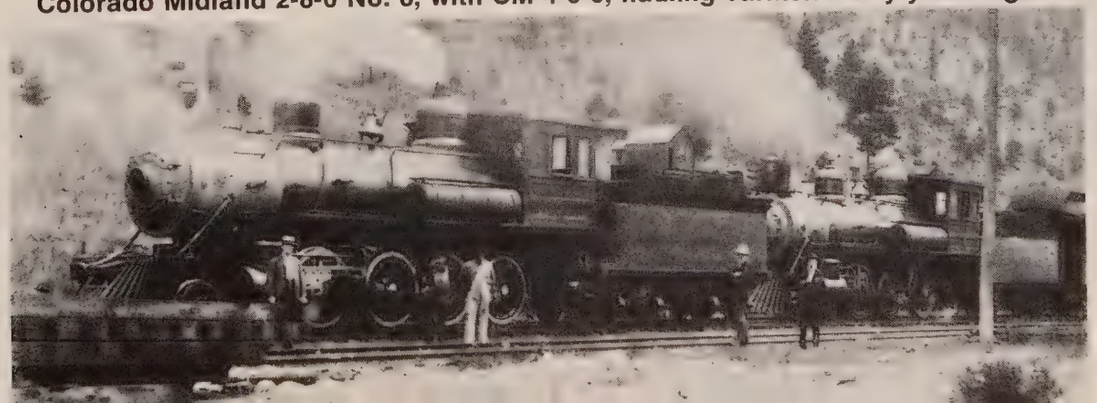
Steam Power on the Old Colorado Midland

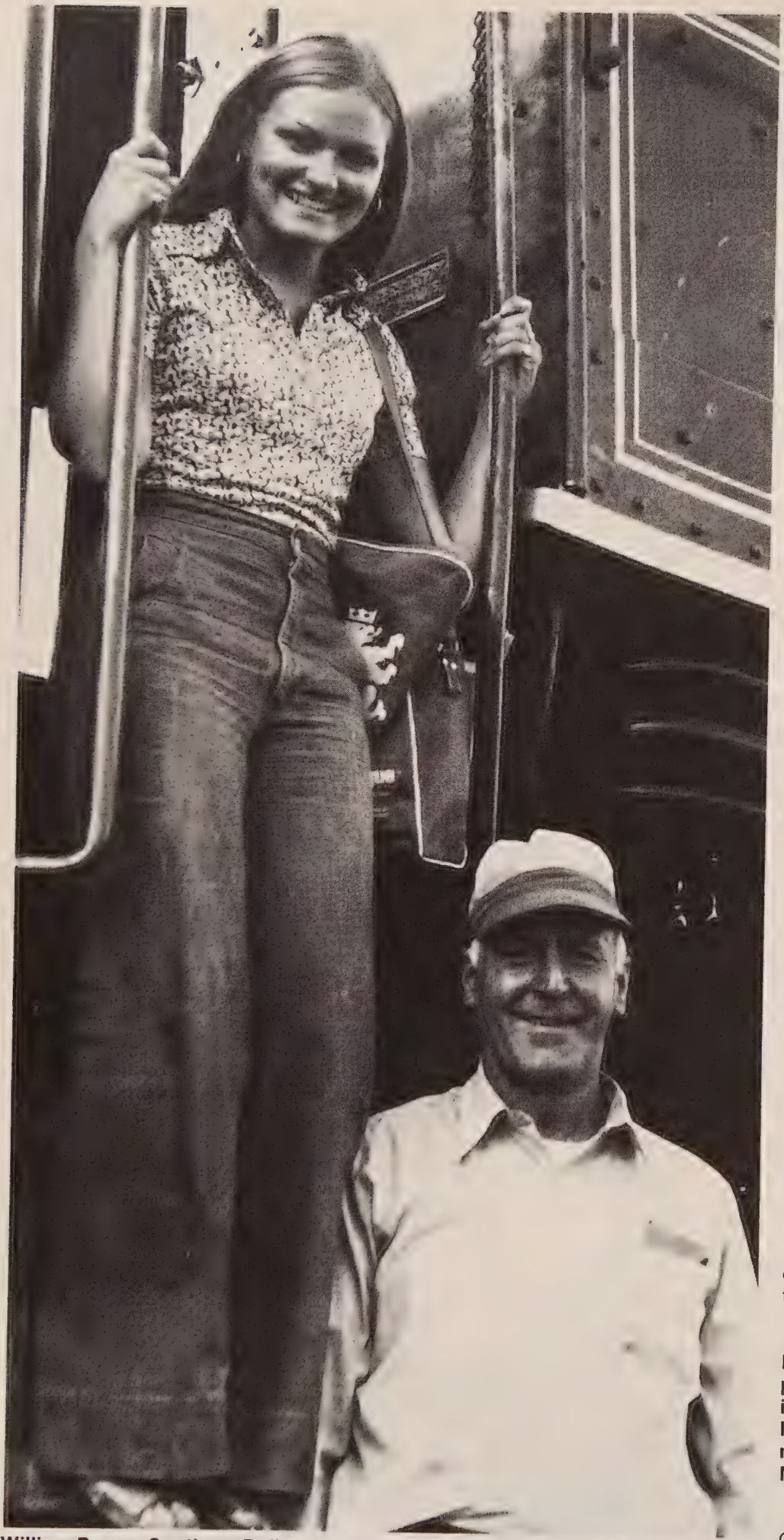
Although our locomotive rosters have been confined mainly to motive power now being operated, the great interest in the old Colorado Midland at the time of the Colorado Centennial leads us to print this all-time list of Midland locomotives. Representing the engines as they were around 1910, it includes all the information we have been able to gather concerning their earlier condition and ultimate disposal.

Numbers	Cylinders	Drivers	B.P.	Weight	Traction Effort	Builder and Date Built
			Six-Wheel Switcher (0-6-0) Type			
100-102 (Class 91)	18x24	52	150	91,000	19,066	Schenectady, 1887
No. 100 was brought East to Paterson, N. J., in 1918. Sold to the General Equipment Co., it was apparently the first engine disposed of by CM.						
			Consolidation (2-8-0) Type			
1-3 (Class 115)	20x24	52	160	132,000	24,915	Schenectady, 1886
4-10 (Class 115)	20 x 26	52	160	132,000	27,200	Schenectady, 1886
Nos. 4-10 had 51-inch drivers and weighed 126,000 lbs. when built. Nos. 1-10 were renumbered to 61-70 about 1915.						
49-53 (Class 136)	21x26	52	180	154,000	33,736	Baldwin, 1897
Three of these engines were later owned and used by Midland Terminal Ry.						
201-205 (Class 159)	21x30	60	200	182,000	36,485	Baldwin, 1901
When built these were Vauclain compounds with 17 and 28 x 30 cylinders, they were converted in 1908; they are said to have been sold to the St. Louis Electric Terminal Railway (Illinois Terminal system).						
301-306 (Class 175)	22x28	52	200	193,000	44,305	Baldwin, 1907
These were sold to the Mexican National Rys. after the CM was abandoned.						
			Ten-wheel (4-6-0) Type			
11-13 (Class 102)	19x26	52	160	125,000	24,546	Schenectady, 1887
14-22 (Class 104)	19x26	60	160	128,000	21,275	Schenectady, 1887
No. 14 became No. 670 of the Longview, Portland & Northern after the CM was abandoned.						
23-25 (Class 93	17x26	60	160	117,000	17,031	Schenectady, 1887
These engines had 18x26 cylinders, 57-inch drivers, weighed 109,000 lbs. when built.						
26-28 (Class 102)	19x26	52	160	125,000	24,546	Schenectady, 1888
29-38 (Class 102)	19x24	52	160	125,000	22,659	Baldwin, 1888
These had 49-inch drivers, weighed 110,000 lbs. when built . . . No. 35 was destroyed by explosion on August 15, 1896. No. 36 was said to have been sold to the SP. She later became No. 7 of the Hammond & Little River Redwood Co. of California.						
39-48 (Class 102)	19x26	52	160	125,000	24,546	Schen., 1889, 1890
No. 41 was finally used by the Frost-Johnson Lumber Co.						

Photograph by H.L. Voss

Colorado Midland 2-8-0 No. 8, with CM 4-6-0, hauling varnish many years ago.





William Payne, Southern Railway road foreman of engines, poses beside Dixie railfan steam locomotive favorite No. 4501 with daughter Janet at Alexandria, Va.
Marc S. Balkin, 30 Jolen Drive, Hillsdale, N.J. 07642

BOOKS of the RAILS

by Gorton T.H. Wilbur

RAILROADIANA, by Charles Klamkin, 274 pages, 6¼x9″, hardbound, photos of rail memorabilia from an 1880 Providence & Worcester timetable to an HO-gage brass model of a UP Big Boy, text matter, Funk & Wagnalls Publishing, $10.95. (Available from Railroad Magazine Book Service.)

Charles Klamkin, an authority on antiquing, searched through important collections of old railroadiana for this collector's guide. Some of the 500 pix that fans will drool over show rare timetables, brakemen's coal-oil lamps and lanterns with the names of the railroads, locks and keys, uniform buttons, dining-car silver and dishes, and a rich lode of postcards picturing train, trolley, and depot scenes. Other items covered are sheet music for railroading songs and dime novels with rail themes. We see handbills and posters illustrating underhanded methods used in the 1880s to entice European immigrants to buy railroad land in remote areas. It is an invaluable guide to the collector in the fast-moving market of rail memorabilia.

Klamkin quotes: "The railroad, second only to religion, has been the greatest civilizing and enlightening force in the world." These words came from Frank A. Munsey's editorial in the first issue of *Railroad Man's Magazine* (now *Railroad Magazine),* published in October, 1906. Very few historical or collecting pursuits can boast a larger number of dedicated, knowledgeable buffs. Railroadiana has many attributes of a worthwhile pastime, namely, history, nostalgia, invention, and preservation. It can be used decoratively or usefully, has a definite potential for appreciation in value, and gives the collector an opportunity to meet a lot of other people who are as crazy about the subject as he.

ALONG THE LACKAWANNA—A PICTORIAL REVIEW, VOL. 1, 104 pages, 8½×11″, softbound spiral binding, photos, timetables, maps; published by the author, Edward F. Gardner, $5. (Available from Railroad Magazine Book Service.)

In these dreary days of ConRail, Ed Gardner's book is a real treat. It recalls how those of us who rode the Lackawanna remember it. Included are a 1954 consist of all main and branch-

line passenger trains, with car numbers and assignments; a diesel roster; a complete 1930 public timetable, among other tables; the story of 24 hours at Scranton a record of activities in and around this once-busy terminal; a 1939 list of station numbers used by passenger and freight conductors, and pix of a once-favorite a train, the *Phoebe Snow*. Also included are good steam loco and train photos by Wayne Brumbaugh and pix from Joe Perkowski's collection, thanks to Howard Vollrath. The expert hands of Arthur Dubin, Perry Billington, Andrew Patrick, and Stanley Short add a bonus to this grand potpourri of DL&W pictorial matter from 1930 to the Erie Lackawanna merger. Ed Gardner has poured a lot of enthusiasm and expert knowledge into the assembling of this new book.

THE COPPER SPIKE, by Lone E. Janson, 175 pages, 8½×11", photos, text matter, Alaska Northwest Publishing, hardbound $8.50, softbound $5.95. (Available from Railroad Magazine Book Service.)

The Copper Spike, authored by Alaska newswoman Lone E. Janson, begins with the Indian's discovery of copper in South Central Alaska in the late 1890s and runs through the turbulent period of staking claims, railroad construction, mineral production, and the decline and abandonment of both the mines and the Copper River & Northwestern Ry. This is an interesting book, especially for the boys in the Alaska-Yukon Chapter of NRHS and other Alaskan railfans.

The late U.S. Senator Bob Bartlett wrote: "This book is an eventful tale, full of the vagaries of Alaska weather, the crags and glaciers of Alaska mountains, the daring and resourcefulness of Alaska pioneers. Out of experience, out of observation and memory, out of research in old newspapers and diaries, Lone Janson has dug a slab of vivid Alaska life of the turn of the century with the building of the Copper River & Norhtwestern Ry. The book is full of vivid and memorable pictures of the adventures and escapades of the pioneer railroad builders.

"The story is replete with narratives like Jack McCord's story of what he called the battle of B.S. Hill, a tale of the meeting of rival railroads, shootings, dynamiting, and enlightening comments from the memories of old-timers. I am sure the historians of the future will make use of the unique information gathered together about one of the great enterprises of the Alaska of pioneer days."

This was no campaign speech. Just Senator Bob's impressions . . . and mine, too.

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TRAIN SHED CYCLOPEDIA NO. 37: INDUSTRIAL AND FOREIGN LOCOMOTIVES FROM THE 1930 LOCOMOTIVE CYCLOPEDIA, 72 pages, softbound, 8¼×11½", reprinted from original edition; scale drawings, pix, specs, text matter, $4.95.

Journals and Railroadiana

THREE excellent stereo 33⅓ 12" records, tapes—*American Freedom Train*, *Steel Rails Under Thundering Skies*, and *A Royal Hudson*—are among the finest rail records in my collection. Quadstereo disc $6.98 each, quadstereo tape, $7.98. Contact Mobile Fidelity Records, P.O. Box 336, Burhank, Calif. 91503.

ONTARIO & WESTERN OBSERVER, edited by Edward J. Crist, for O&W Technical & Historical Society, P.O. Box 405, Franklin Lakes, N.J. 07417. This interesting, softbound, 8½×11", slick-paper journal, with pix, maps, and scale drawings, would delight any "Old and Weary" fan. Annual O&WTHS dues $5.

THE RAILWAY HISTORY MONOGRAPH, edited by William F. Rapp, one of our "*Interesting Railfans*." with photos, maps, drawings: J-B Publishing Co., 430 Ivy Ave., Crete, Neb. 68333; $6 a year, issued quarterly, $2 single copy. Devoted to the history of railroads, trolleys, interurban lines, and their equipment.

TRANSIT POSTMARK COLLECTOR, edited by Hershel E. Rankin, 8½×11", photo-offset printing with cancelled RPO stamps from bygone trains, pix and old RPO rail schedules. $6 membership in Mobile Post Office Society brings you this publication six times a year. Info from Edward J. Maloney, secretary, 26 S.Onota St. Pittsfield, Mass. 01201.

TRAINLINE is edited by Kevin P. Keefe for Tourist Railway Assn. Inc.a non-profit New York State group chartered to further the aims of a membership composed of railroad museum operators, suppliers, private car owners, etc. For further info on this slick-paper quarterly and TRA, write to P.O. Box 1185, Milwaukee, Wisc. 53201. •

Baldwin built Wabash class M-1 No. 2806 in January '30; scrapped in March '53.

SWITCH LIST

All ads in this section cost 20¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017.

ROGER ARCARA 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned cameras, sizes 120, 160, 116, 616, for large oblong negatives; details free.

OLD RADIO PROGRAMS on cassettes or reels. Your favorite shows return. We have thousands of programs to choose from: Amos and Andy, Fred Allen, I Love a Mystery, Inner Sanctum, Sherlock Holmes, etc. Send 50¢ for our catalog to Remember Radio Inc., 2513U; Norman, Okla. 73069.

FOR SALE 110 different railroad emblem watch fobs, $2.50 each. Tie tacs, key chains, tie clips, $1.75 each. Large belt buckles, $5 each plus 50¢ postage. Send stamp for free list. Dealers write.—Hoovers, 120R Fruit, Peru, Ill. 61354.

OLD STATE and railroad maps: 70 to 110 years old; all states; some old county maps. Send SSE; specify which state—Northern Map Co., Dept. RR, Eagle River, Wisc. 54521.

TIMETABLES: BUY, SELL, or trade. Send your want or sale list. Collecting Amtrak? Compendium of all Amtrak timetables, 50¢.—Carl Loucks, 199 Wayland St., Hamden, Conn. 06518.

SEND LARGE SSE for list of 100 railroad lanterns. Also switch keys, locks, signs.—Kenneth Palmer, 128 Front St., Port Jervis, N.Y. 12771.

THEATER PIPE ORGAN and railroad whistling LP's wanted. Also railroad movies.—Alden Miller, 3212 34th Avenue South, Minneapolis, Minn. 55406.

OLD POSTCARD SCENIC trolley color slides, 1600 items, including duplicates, $1300. Or 400 railroad, $350. Lists of trolleys, $2; railroads, $1.—35-Slides Co., Box 6098-RR, Colorado Springs, Colo. 80934.

TEN BICENTENNIAL DIESEL SLIDES, $2.50. Catalog of slide sets and prints with sample, 50¢.—Midwest Photo, Box 965, Keokuk, Iowa 52632.

RAILROAD STOCK CERTIFICATES: For sale and wanted in any quantity. Beautiful old certificate and catalog, $2. Ken Prag, Box 431R, Hawthorne, Calif. 90250.

$5 PAID FOR B&W photo, side view, 3"x5", standard-gauge steam locomotives under 40 tons that are for sale. Location, owner, telephone. 1st photo paid, dups.; receive address 1st submission. No agents—Peat Younger, 2421 Ramsey, Springfield, Mo. 65803.

BUYING RAILROAD COLLECTIONS and single items. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax-sealers, calendars, signs, miscellaneous items. Single items and small accumulations purchased by mail. Collections picked up anywhere in the country. Write to Fred Arone, 377 Ashford, Dobbs Ferry, N.Y. 10522.

HEADLIGHT FOR SALE, New York Central, equipment built by Pyle National, $115 plus shipping.—Dick Aichele, Box 184, Little Falls, N.J. 07424.

STEAM LOCOMOTIVE name and address rubber stamp, $4.95. Figure only, $2.95. Name and address with your selected drawing, $7.95.—Lawson's Rubber Stamps, Rte. 4-RO, Salem, Ill. 62881.

CLEVELAND TROLLEYS, INTERURBANS in two books by Harry Christiansen, 320,000 words, 975 pictures, 364 pages, maps. Never a comprehensive work like this. Horse-cars, cables, steam dummies, electrics, interurbans, rapids, trackless trolleys. Exhaustive history tells all—every route detailed, car barns, power houses, complete illustrated roster detailing every car. Shaker Rapid, Lake Shore Electric, Northern Ohio, Cleveland & Eastern; Cleveland, Painesville & Eastern, and much, much more. Going fast. Vol. 2 to 1910, $11.50. Vol. 3, 1910 to present, $12.95. Both $24.95. A must for every railroad library.—Trolley Lore, 11800 Edgewater Dr., Suite 902, Lakewood, Ohio 44107.

MIKE EAGLESON, 37 Edgemere Ave., Mt. Arlington, N.J. 07856, sells his revised Bicentennial edition of "Southern Steam Specials," $4.95 ppd.; "Steam on the Anthracite Roads," $6.95 ppd.; "Twilight of World Steam," $14.95 ppd.

RR STOCK CERTIFICATES: 2 beautiful reprints of original oldtime rr stock certificates, suitable for framing, $2 and large SASE.—Rickila, Dept. R-7, P.O. Box 153, Merrick, N.Y. 11566.

STEAM LOCOMOTIVE wrecking crane, 150-ton capacity, built 1918, for sale. All or part interest. SSE for details; 2 pictures $1.—Joe Christian, 5841 Ave. O, Birmingham, Ala. 35228.

NEW LIST of steam, diesel and trolley railroadiana for sale: emp. tts., passenger tts., playing cards, accident reports, negatives, much Amtrak material, etc. 13¢ postage—Meyer, 128 Corner St., Watertown, Wisc. 53094.

FOR SALE: Historical Railroad Lanterns book, $6 postpaid. Order from author, A.S. Burkhalter, P.O. Box 41, Winchester, Tenn. 37398.

KEY, LOCK and LANTERN—the railroad hardward collectors indispensable reference guide, published quarterly $7 year. Sample copy free for large double-stamped SSE—KL&L, Box 174, Pittsford, N.Y. 14534.

CHARLES CONNIFF, P.O. Box 9686, Jackson, Miss. 39206 sells original color slides of equipment of shortline rr in the line S, SE, SW, MW and some in NE-SSE (large). List $1.

RON COX, 11 Frederick Rd., Stapleford, Notts., England NG9-7FT offers copies of Official British Rail souvenir books of the "Rail 150" Grand Steam Cavalcade 1975. 2 editions "Cavalcade Reflections" and "Cavalcade Retrospect" both $4 post free surface mail. Also available "Cavalcade Remembered" 1925 at $4 post free surface mail. All 3 books available on one order at $10 post free. Orders accepted with either I.M.O., check or cash banknote payment.

RR HAND LANTERNS, many other rr collecta-

bles. Price list for 50¢ refundable with $5 minimum order. Connecticut Valley Railroad Museum, Inc., P.O. Box 786, Orange, Conn. 06477.

DINING CAR DISHES & GLASSES several rrs and patterns. Display or eat from fine diner china. SSE —James A. McClellan, 1752 S. Wichita, Wichita, Kan. 67213.

NEW RAILFAN PUBLICATION, MIDWESTERN RAILS, keeps you informed on what's happening in the MW. Send $7.50 for 12 issues—White Publishing, 208 N. Stewart St., Geneseo, Ill. 61254.

"THE WATER LEVEL ROUTE", a unique new 8½x11 book with full color cover. 68 pages of information and photos portray the New York Central from New York to Buffalo. Special prepublication price $3.95 thru July 31st, then $4.95. Published by Rochester Chapter—NRHS, 13 Hidden Valley Rd., Rochester, N.Y. 14624.

COLOR SLIDE SETS of steam, diesel, trolley, interurban for sale. Some 30 yrs. old. List available for SSE. Also buy/swap slides, collections—F&S Enterprises, Box 5160, Willowick, Ohio 44094.

WANTED-ROUND BRASS MAKERS PLATE from front of steam loco with engine number and makers name. Also fuel pot and burner for Adlake Pullman lantern April 1864. Pot should be 2⅜" in diameter—Doug Wade, 735 S. San Joaquin, Stockton, Cal. 95203.

RMS HAS RR JEWELRY including trim Virginia & Truckee Reno as tiebar, scatter pin ($3.50 each) lariat tie or key ring ($4.50 each) available in either gold or silver finish. Send for handy catalog—Replica Mail Specialties, Box 2820, Grand Central Station, New York, N.Y. 10017.

PUBLIC TIMETABLES, set of 8, last before Amtrak including C&O/B&O, Milwaukee, GTW, L&N plus 4 IC menus including Panama Ltd., $5.95 Ppd. Satisfaction guaranteed—D. Voytanic, Box 19, Chicago Ridge, Ill. 60415.

WANTED-NYC STEAM LOCOMOTIVE LETTERING ARRANGEMENTS and Michigan Central erection card drawings. Have drawings of K3J, K, L, P to trade. Not available elsewhere—John Stewart, P.O. Box 552, Station "A", Toronto, Ontario, Canada M5W-1E4.

BIND YOUR MAGAZINES INTO BOOKS AT HOME. Illustrated step-by-step instructions. Send $2.50—Teeter, Dept. 1007, 6123 West Hills Rd., Fort Wayne, Ind. 46804.

TERRY McCONNELL, Rt. 2, Ash St., Plainfield, Ill. 60544—for sale photo collection Muni, Market St. Ry, North Shore. S.N., other lines. List SSE.

WANTED: "PULLMAN NEWS" Company monthly magazine published circa 1929-1941. Please give years and price—Ed Sanders, 576 N. Milton Drive, San Gabriel, Cal. 91775.

ORIGINAL DOCUMENT appointing Chief Justice of Ontario as arbitrator to settle differences re agreement dated July, 1879 between Queen Victoria and Grand Trunk Railway Company of Canada—$50.

NEW YORK STATE Railways. Roster Rochester lines, 1914-56 Subway, 5 maps, 331 pages, 530 illustrations. Five electrics in brief. Volume 2, $8, 1862-1914. Volume 1, 280 pages, 550 illustrations, $7.50—Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

FOR SALE—TRAINS MAGAZINES 1942-1972, many complete sets by calendar years, 50¢ each. Many back issues of RR Magazine 1936-1956, 50¢ each. B&M employees tt 1939-1958, some used, $1.50, some new, $2.50. SSE for list—J. Barr, Tyngsboro, Mass. 01879.

OREGON LOGGING RRs: Original steam negatives sent on approval basis. No List, state wants. You pay registered mail postage both ways. Alogma-Brooks/Scanlon Coos Bay-Chiloquin-J.C. Chambers-Robert Dollar-Hines-Kinzua Pine Mills Oregon Lbr-Mt. Emily-Lorain Valley-Medfor-Mutual-Pacific Cedar-Umpqua Silver Falls-Shevlin/Hixson-Williamette Valley-Stimson-Oregon/American Davis Johnson, many others—Railway Negative Exchange, P.O. Box 408, Moraga, Cal. 94556.

WASHINGTON LOGGING RRs: Original steam negatives sent on the approval basis. No list, state wants. You pay registered mail postage both ways. Kosmos-Weyerhauser-Long Bell-Deep River-Crown Williamette-White River-St. Regis Simpson-Schafter-Rayonier, many others—Railway Negative Exchange, P.O. Box 408, Moraga, Cal. 94556.

CALIFORNIA LOGGING RRs: Original steam negatives send on approval basis. Send 75¢ for list LOG-1—Railway Negative Exchange, P.O. Box 408, Moraga, Cal. 94556.

RR PHOTOGRAPHS. We still have some steam and diesel photographs left from the stock of the Rail Photo Service's files which we took over recently. No list, state wants. You pay postage both ways. 4x7 at $4 each, 8x10 at $6 each. Sent on approval basis—Railway Negative Exchange, P.O. Box 408, Moraga, Cal. 94556.

TRACTION PHOTOGRAPHS: Interurban & streetcars, trackless trolleys and buses. USA and Canada. No list, state wants. Sent in groups of 100 or more on approval. You pay postage both ways. 616—60¢ each. Misc. sizes—85¢ each. 122 size—$1 each. 4x6—$1.10 each. 5x7—$4 each. 8x10—$6 each—Railway Negative Exchange, P.O. Box 408, Moraga, Cal. 94556.

EMPLOYEES TT ORIGINAL 1875 Grand Rapids and Indiana, 1939 Penn. Grand Rapids Division, official guide January, 1949. Best offer—Clifford Phillips, 1929 Collins Ave., S.W., Grand Rapids, Mich. 49507.

WANTED: ACTIVE SLIDE TRADERS from any state except New York, Mass., Conn., N.J., and Ga. plus any province of Canada except Ontario. Can supply ATSF, UP and SP plus industrials and shortlines. Write stating preferences and specialities—R.H. Lehmuth, P.O. Box 5521, Orange, Cal. 92667.

"NEW YORK STATE RAILWAYS" by Shelden King; 128-page outline history of trolleys centered at Rochester, Syracuse, Oneida, Utica; 170 photos, 9 maps, rosters, paperbound, $9 postpaid (New Yorkers, sales tax please)—Whitehall Mail Service, 109 E. First Street, Elmira, N.Y. 14901.

CHARLES REED, 5533 Long Beach. Bl. #91, Long Beach, Cal. 90805 has original slides taken from 1972 to 1975 for trade. Mostly ATSF, SP and UP. List on request.

PENNSY STEAM LOCOMOTIVE BELL, complete, from 2-8-0 possibly H6b. Highest offer over $350. Freight extra. Rope pulled—F.H. Getz, 2348 Harrisburg Pike, Lancaster, Penn. 17601.

STEAM LOCO WHISTLE WANTED, 5-chime step top Nathan, acorn top Baldwin preferred, good condition with valve, lever—Richard Marks, 2 Sudbury Drive, Yonkers, N.Y. 10710.

WANT TO BUY OR TRADE recent Chicago commuter and Southern passenger negatives. Have similar AMT&Boston commuter equipment—Edward Hunt, 67 Storrs Ave., Braintree, Mass. 02184.

METRO N.Y.C. AREA RAILROAD BUFFS with scanners, send $1.25 money order for list of rr and subway channels to—H. McNeal, P.O. Box 31, G.P.O., Brooklyn, N.Y. 11202.

TRAM BOOKS FROM ENGLAND FOR SALE—"Tramways of Portugal" (Visitor's Guide) $1.60; "Johannesburg Tramways" (just published, hard cover) $10.30; "Tramways of Poland/Czechoslovakia" (maps and car details, all systems) $2.70; "On Rails Under Paris" (Paris Metro) $2. All post free from LRTL Publications, 13A The Precinct, Broxbourne, Herts., England. (Complete Book List and details of monthly magazine "Modern Tramway" on request.)

ORIGINAL COLOURED SLIDES: Diesels, stations. Lists, sample—35¢—Schenk, Box 195, West Seneca, N.Y. 14224. (Also have back issues of Railroad Magazine; USA, Canadian stamps, lists SSE).

LOCAL COLOR AND FACTS: Many pictures. "Pine Plains and the Railroads", the story of the Central New England Railway by Lyndon A. Haight—$2.25 postpaid from the Little Nine Partners Historical Society, Box 643, Pine Plains, N.Y. 12567.

TWO CAGNEY LIVE STEAM LOCOMOTIVES and cars for sale. Also Toonerville Trolley and gasoline train, track, and rail. $1 for photos and lists or can be seen—Robert Wallich, 628 High St., Harpers Ferry, W. Va. 25425.

AMERICA'S MOST COMPLETE all states trolley photos for sale list. Fair prices. Old and new. Send postage—Ted Taetsch, 14218 Garfield Ave., Lakewood, Ohio 44107.

FOR SALE: Railroad antiques, memorabilia, and gifts at THE CABOOSE on Monterey's famed Cannery Row. Interested in buying single items or collections. Send SASE—The Caboose, P.O. Drawer 5998, Carmel, Cal. 93921 to get on mailing list. Specify interests.

WANTED: BUILDERS AND NUMBER PLATES from steam, diesel, electric locomotives. Buy, sell, trade plates. SSAE for revised list—Ron Muldowney, 22 Henry St., Basking Ridge, N.J. 07920.

SALE: 2 STEAM CROSS COMPOUND PUMPS, 14 tires, 44 centers, also fire brick list for SSE—Paul Hersh, 526 Leithsville Rd., Hellertown, Penn. 18055.

WANTED: 78 RPM 10" RECORDING entitled "Trains" by Reginald Gardner (I think). Pressed about 1940—John Brand, 350 Lovell Ave., Elmira, N.Y. 14905.

PASSES FOR SALE: Have 600 rr passes 1875-1895. Write for list. Want R&LHS Bulletins #57, 60, 68, 100—Thomas Taber, Muncy, Penn. 17756.

FOR SALE: 10,000 plus feet 65 pound re-lay rail. One 2-6-2 1920 Baldwin Steam Locomotive, standard gauge. Approx. 90 tons, in good operating condition. For more information call or write—Ronald Kime, Big Walker Lookout and Dry Gulch Junction, Inc., Star Route, Wytheville, Va. 24382.

MONON RAILROAD PASSENGER TRAIN MEMORABILIA. Due to poor health selling out completely. Includes rare new tickets, ticket daters with brass dies, ticket punches, new baggage tickets and stamps, hand fans, labor agreements, tt, annual reports, and one Chief Engineer's Directors Inspection Report. Send 25¢ for price list to—B & B Sales, Box 201, Battle Ground, Ind. 47920.

WANTED: Color transparencies of 4449 & 8444 doubleheading out of Cheyenne—Brad Rovetta, 1554 Mitchell Ave., Tallahassee, Fla. 32303.

HERE AGAIN! Still seeking old railroad stock or bond certificates. Poor's or Moody's Manuals, junk ticket-dealer machines. I swap, too.—Bob Greenwait, 9239 DeAdalana, Rosemead, Calif. 91770. ●

Coming Events

(No charge for listing in this section)

June 26-July 18: ride steam-powered Liberty Limited during Bicentennial visit to Washington behind doubleheaded Southern 630 and 722. Trips originate in historic Alexandria, Va., with 4 different Virginia destinations. Full day trips to Front Royal, June 26, July 3, 10, and 17; to Charlottesville, July 5 and 18; Warrenton, July 4. Half-day, quick-turn, single engine trips to Calverton Jct., June 27, July 11. Fares: Front Royal and Charlottesville, adults $17.50, kids under 12, $14; Warrenton $14.50 and $12; Calverton $12.50 and $10. Off-rail meals and side trips optional. Photo runbys. Sponsored by local NRHS chapters and Alexandria Bicentennial Commission. Details from Liberty Limited '76, P.O. Box 456, Laurel, Md. 20810.

July 1: Winnipeg to Miami, Man., 200 miles, round trip over orig. Red River Valley R.R. and Northern Pacific Ry. of Manitoba, with CNR equip. Contact David Osborne, operations vp, Midwestern Rail Assn. (1975) Inc., 5-1016 Buchanan Blvd., Winnipeg, Man. R2Y 1N5, Canada.

July 1,2,3: Clinchfield steam shuttle trips between Johnson City and Erwin, Tenn., for Unicoi County Bicentennial celebration in Erwin.

July 3 & 4: Independence Day Special behind N&W Bicentennial 1776. Sat. Roanoke to Rural Retreat, round trip. Sun. Roanoke to Stoneville, N.C., round trip. Contact Roanoke Chapt. NRHS, Box 13222, Roanoke, Va. 24032.

July 4: Bicentennial trolley trip on MBTA, Boston, Mass. Lv. Reservoir carbarn 12 noon, return about 6 p.m. on red-white-blue PCC car; photo stops. Adults $10, kids $5. Reservations from Ernest Kovacs, 416 Second Ave., Bethlehem, Pa. 18018.

July 5-12: Colorado Rail Tour, Boston to Rockies. Aug. 20-21: Mt. Washington Express, Boston to Bretton Woods, N.H., with special B&M train. Details from Mystic Valley Railway Society, Inc., P.O. Box 32, Mattapan, Mass. 02126.

June-Oct.: Daily June-Aug., weekends Sept., Oct. Many special trips and events. Info from Wehman Caldwell, Sierra R.R., Rail Town 1897 Depot, Jamestown, Calif. 95327.

June-Oct.: Wilmington & Western R.R., Sat. & Sun., lv. Greenbank Station near intersections Rtes, 2 and 14 in Delaware 1, 2:15, 3:30 Adults $2.25; kids, $1.

July 18: Rock Island charter trip to Frankfort and Grainery complex; Aug. 8: South Shore charter to Michigan City and caboose corn broil at LaPorte County Hist. Steam Society, Hesston, Ind., steam operation. Sept. 11-12: annual weekend of trips to the Sandwich Fair. Blackhawk Chapt. NRHS, P.O. Box 455, Aurora, Ill. 60507.

July 25: Railfan Day on Morehead & Morgan Fork R.R., Morehead, Ky. Unlimited rides, hot meal, $10 advance reservation, 10 a.m.-10 p.m.; photo runbys, night photography. Swap tables available. Contact Wesley Ross, Bluegrass RR Museum, 1749 Bahama Rd., Lexington, Ky. 40511.

July 25-30: Denver to Galesburg, Ill., by rail, charter bus to Dubuque, Iowa, for Delta Queen riverboat trip to Minn.-St. Paul. Return Denver via Chicago on SFZ. Sept. 25: Fall foliage trip, Chama to Antonito on C&TS. Details from Tom Daniels, Colorado Midland Chapt. NRHS, P.O. Box 824, Colorado Springs, Colo. 80901, or Kenton Forrest, Intermountain Chapt. NRHS, P.O. Box 5181, Terminal Annex, Denver, Colo. 80217.

July 31-Aug. 1: round trip behind Southern doubleheaders 630, 722, Richmond to Keysville, Va., sponsored by Old Dominion Chapt. NRHS, P.O. Box 8583, Richmond, Va. 23226.

Aug. 1: UP 8444 on special train commemorating Colorado's centennial of statehood and Bicentennial observance, Denver to Laramie, round trip. One day RPO trip marking event. Dome lounge, coaches, baggage car; photo runbys; Western-style lunch at Laramie incl. in fare. Adults $33, kids $28. Write Kenton Forrest, Intermountain Chapt. NRHS, P.O. Box 5181, Terminal Annex, Denver, Colo. 80217 or Tom Daniels, Colorado Midland Chapt. NRHS, P.O. Box 824, Colorado Springs, Colo. 80901.

Aug. 1: 1976 British Steam Special Tour leaving New York for England; prices start at $999. Contact British Steam Special, Southeast Louisiana Chapt. NRHS, 404 Maxie Dr., Baton Rouge, La. 70808.

Aug. 7: special Bicentennial trips, 9 a.m. and 1 p.m. over Greenwich & Johnsonville Ry., Thomson to Salem, N.Y., on Wash. County D&H branch, former railhead of old Rutland & Wash. Equip. D&H 1776, G&J 4116, D&H coaches, baggage cars. Trip in conjunction with Greenwich Bicentennial. Adults $10, kids 5-12 $5, under five free. Details from David F. Nestle, Rail Trip, RD2, Greenwich, N.Y. 12834.

Aug. 14: Silverton trip aboard chartered William Jackson Palmer car. Write Tom Daniels, Colorado Midland Chapt. NRHS, P.O. Box 824, Colorado Springs, Colo. 80901, or Kenton Forrest, Intermountain Chat. NRHS, P.O. Box 5181, Terminal Annex, Denver, Colo. 80217.

Aug. 15: antique fire engine show. Sept. 19: fifth annual trolley car extravaganza. National Capital Trolley Museum, north of Wheaton, Md. Query Robt. Flock, 1909 Forest Dale Dr., Silver Spring, Md. 20903.

Aug. 12-14: annual meeting National Assn. of Timetable Collectors, Continental Hotel, Kansas City. Buy, sell, trade tts., railroadiana; auction, banquet. Contact Harold Henre, 1302 N. 28th St., Kansas City, Mo. 66102.

Aug. 18-24: Silverton-Cumbres Narrow-Gage Safari from San Francisco. Write James Weinberger, tour director, Pacific Coast Chapt. R&LHS, 2539 Hopkins Ave., Redwood City, Calif. 94062.

Sept. 3-6: annual NRHS convention, Philadelphia: special Bicentennial trips, banquet, speaker. Details from local NRHS chapters.

Sept. 6-Oct. 3: South African Rail Safari. Round trip $1765. Contact Rail Study Tours-International, P.O. Box 99, Vienna, Va. 22180.

Sept. 12: 8th annual Rockville Society of Model Engineers, all scales, railroadiana, traction, hobby tools, refreshments. Registration 50¢. Vitro Cafeteria, 14000 Georgia Ave., Wheaton, Md. Doors open 9 a.m.; auction begins 10:30 a.m. Info from Nelson Garber, RSME Auction, 1401 Oakview Drive, Silver Spring, Md. 20903.

Sept. 25: special fantrip on Hartwell R.R., Hartwell to Bowersville, Ga., round trip, lv. 10:30 a.m. Adults $5, kids $2, box lunch $2, sponsored by Augusta Chapt. NRHS. Write Hartwell Trip, P.O. Box 5793, Augusta, Ga. 30906 (SSAE).

Sept. 25-26: Clinchfield steam overnight trip, Elkhorn, Ky., to Spartanburg, S.C., return on Sun. Package available, incl. motel and meals. Write Carl Adkins, Blue Grass RR Club, 1821 Gettsburg Rd., Lexington, Ky. 40504.

Sept. 26: fall trip behind Southern 4501, Jacksonville to Valdosta round trip thru Okeefenokee National Forest, sponsored by Jacksonville Chapt. and Fla. Dist. NRHS. Adults $17, kids $13. Contact Jacksonville Chapt. NRHS, P.O. Box 8961, Jacksonville Fla. 32211. ●

Pen Pals Wanted

Barry Cameron (age 36), 8 Poynton St., Cowandilla, Adelaide 5033, South Australia, Australia, interested in photography (movies and stills), casette recording, and railway museums, wants railfan pen pals, either sex.

Miss Carolina Ermac (age 33), 68-J Villagonzalo St., Cebu City, Philippines, (age 33), 5'2", 105 lbs., single.

R.W. Weymouth (age 33), 52 Lorne St., Denton Holme, Carlisle, Cumbria, England, British Rail employee in locomotive shed, station porter, now train guard (conductor).

Miss Carmencita J. Intud (age 22) 20 A.J.M. Basa Street, Cebu City, 6401, Philippines, clerk, 5'1", 93 lbs., single, graduate B.S. in commerce.

Miss Aida M. Solante (age 24), 892 B.D. Jakosalem St., Cebu City, 6401, Philippines, 5', 95 lbs., single. Miss Nancy M. Solante (age 20), same address, 5'2", well educated, single.

Miss Dolores Recuerdo (age 13), 68-1 Villagonzalo St., Cebu City, 6401, Philippines, 5'2", 90 lbs.

Miss Olivia D. Menoria (age 26) 19-M Mac Arthur Blvd., Cebu City, 6401, Philippines, 5'2", 102 lbs., graduate of B.S. in Forestry, single. ●

For nearly 80 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

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RAILWAY MAGAZINE

DORSET HOUSE,
STAMFORD STREET,
LONDON, SE1 9LU ENGLAND

Union Pacific 3614 heads westbound train in arid area near Caliente, Nev., on May 27, '73.

Photograph by Gary Allen

"Somebody still cares about quality."